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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXVII.

CHICAGO, ILLINOIS, FEBRUARY 15, 1909.

No. 8.

{ ONE DOLLAR PER ANNUM,
SINGLE COPY, TEN CENTS.

WE MANUFACTURE MACHINERY

... for ...

Elevating and Conveying Grain, including all of the Standard Appliances for this purpose.

We do not manufacture shellers, clippers, cleaners or special machines for treating grain, but confine our efforts strictly to machinery for **HANDLING GRAIN.** Let us figure with you.

STEPHENS-ADAMSON MFG. CO.

Manufacturers of Conveying and Transmission Machinery

MAIN OFFICE AND WORKS, AURORA, ILL.

NEW YORK OFFICE—43 Exchange Place CHICAGO OFFICE—First National Bank Bldg.



Grain Elevator Belting

of special construction

Best Made and Cheapest

—Get our prices—

THE
GUTTA PERCHA
AND RUBBER
MFG. CO.

224-226 Randolph Street
CHICAGO



WE MANUFACTURE SALEM BUCKETS

There are more of them in use than all other Steel Buckets combined. They fill more readily, carry maximum load, and discharge more perfectly than any other bucket.

We carry ready for immediate shipment a large stock of all sizes and gauges.

We also manufacture complete grain elevator equipments. Send us your specifications. Catalogue for the asking.

SKILLIN & RICHARDS MFG. CO., CHICAGO, ILL.

OUR STOCKS

Are now complete for the spring demand for Grain Elevator Equipments. We can make prompt shipment on

Link Belting	Rope Sheaves	Hangers
Spiral Conveyor	Friction Clutch Pulleys	Shafting, Boxes
Automatic Scales	Rubber Belting	Boot Tanks
Gasoline Engines	Elevator Buckets	Loading Spouts
	Etc., Etc., Etc.	

We are Southwestern Headquarters for Elevator and Mill Supplies of every description.

K. C. MFG. & SUPPLY CO.

429 West 5th Street

KANSAS CITY, MO.

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GAS ENGINES ARE DURABLE

WEIGHT AND LARGE BEARING SURFACES are put into the wearing parts—large crank-shafts, long phosphor bronze main bearings and all bearings easily adjustable.

IGNITER POSITIVELY DRIVEN—

wipe spark. No snap, no hammer, no coil springs about the ignitor.

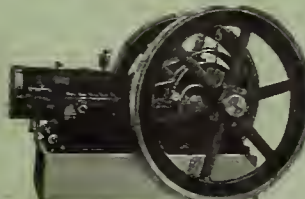
VALVES ARE VERTICAL—

no side wear and never out of adjustment.

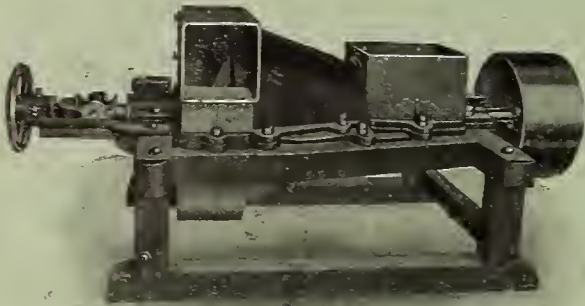
Every bearing oiled while engine is in operation. The FOOS has many exclusive features of superiority.

Catalogue No. 39 tells the rest of the story.

THE FOOS GAS ENGINE CO., Springfield, Ohio.



The Ohio Fan Discharge Corn Sheller



Patents Pending Adjustable Cylinder

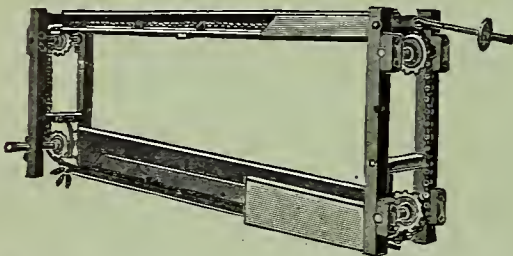
Easy
to
Install

Requires
Little
Space

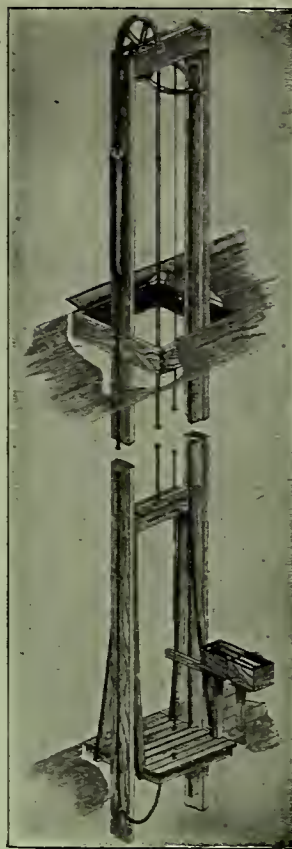
WRITE FOR CIRCULAR OF OUR
**OHIO GYRATING
GRAIN CLEANER**

EQUAL TO ANY CLEANER MADE

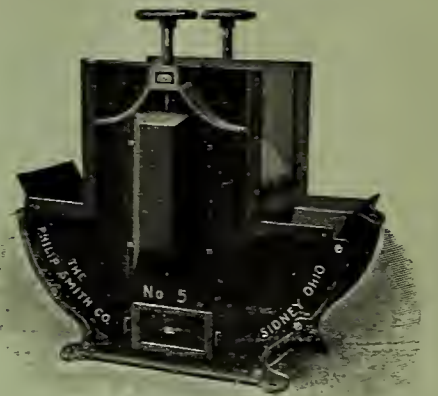
Chain Drag Feeders



Made Complete, Any Length, "Cast Iron" Bottom



Cast Iron Elevator Boots

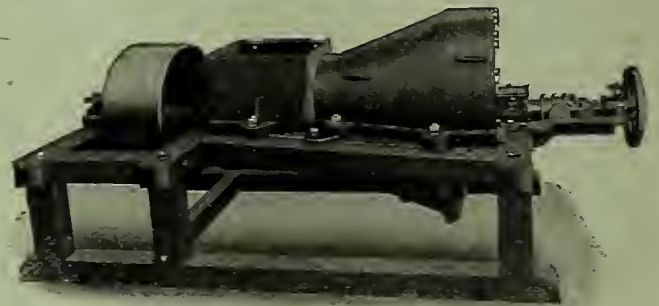


With or Without Tightener

Safety
Man
Lifts
With
Automatic
Locking
Device

When building or repairing get our prices on any machinery or supplies.

Ohio Regular Corn Sheller



Both Style Shellers, 300 to 1,500 bu. per hour

THE
Philip Smith Mfg. Co.

ELEVATOR MACHINERY
AND
POWER TRANSMISSIONS

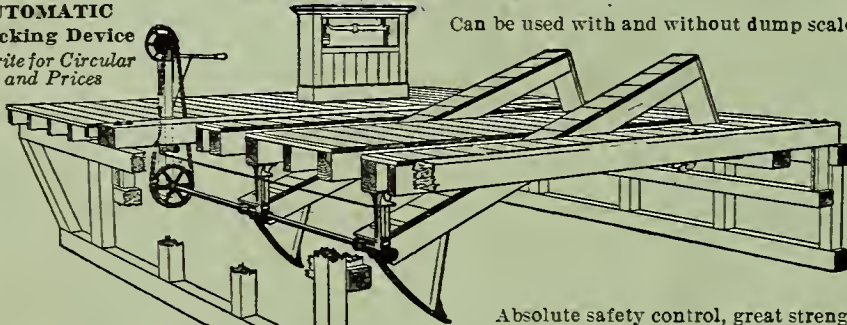
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THE EVANS CONTROLLABLE WAGON DUMP

THE BEST WAGON DUMP BUILT

AUTOMATIC
Locking Device
Write for Circular
and Prices

Can be used with and without dump scales.



Absolute safety control, great strength
and durability.

PATENTED APRIL 12, 1908

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FLOUR AND FEED MILL MACHINERY

STEAM AND GAS ENGINES

Pulleys, Shafting, General Power Transmission Machinery, Roll
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LARGEST FACTORY AND STOCK IN WESTERN COUNTRY

Send for 450-Page Catalog

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General Office and Factory
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Warehouse and Salesrooms
1221-1223 Union Ave.
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SEEDS

Grain, Clover and Grass Seeds,

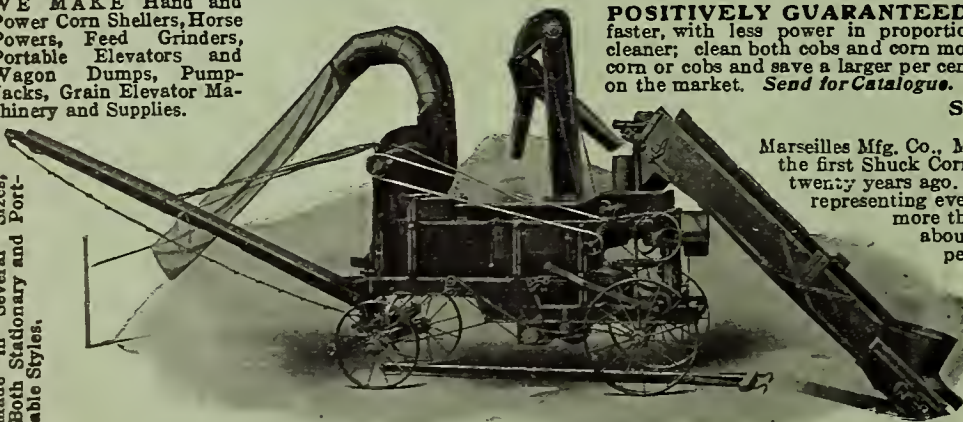
CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

WE MAKE Hand and
Power Corn Shellers, Horse
Powers, Feed Grinders,
Portable Elevators and
Wagon Dumps, Pump-
Jacks, Grain Elevator Ma-
chinery and Supplies.

Made in Several Sizes,
Both Stationary and Port-
able Styles.



MARSEILLES MANUFACTURING COMPANY, Marseilles, Ill.

POSITIVELY GUARANTEED to shell either shucked or unshucked corn
faster, with less power in proportion to capacity; take the corn off the cobs
cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of
corn or cobs and save a larger per cent of the corn than any other cylinder sheller
on the market. *Send for Catalogue.*

SPEAKS FOR ITSELF

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twenty years ago. Since then we have bought 12 or 15 of them,
representing every improvement, and expect to buy several
more this season. We have bought one or more of
about every other make and think we are com-
petent judges of such machinery. Your Shell-
ers husk and shell the corn off the cob more
thoroughly; save it more completely; clean
both the shelled corn and the cobs more
perfectly; require less power in proportion
to capacity; are more durably constructed
and cost less, loss of time and cost of re-
pairs considered, than any sheller we
have ever used. We have thrown out
every other kind of Corn Sheller we ever
bought and have replaced them with
yours. KEEL & SON. By J. Z. Keel.

Branch Houses and General Agencies at Principal Distributing Cities.



THE "NEW ERA" MANLIFT

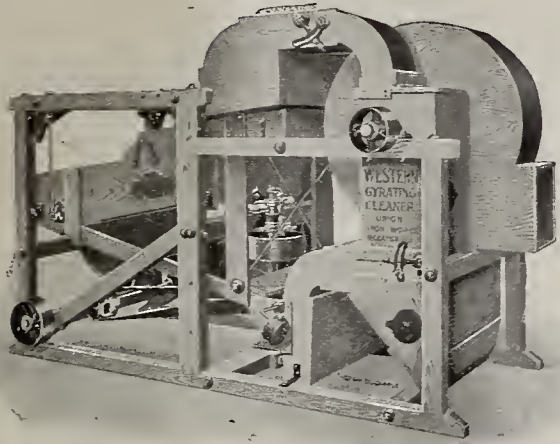
was originated by us. *It
is the easiest running.*

The perfect working
brakes and safety locks pre-
vent accidents. A good
manlift pays one well.
Buy ours.

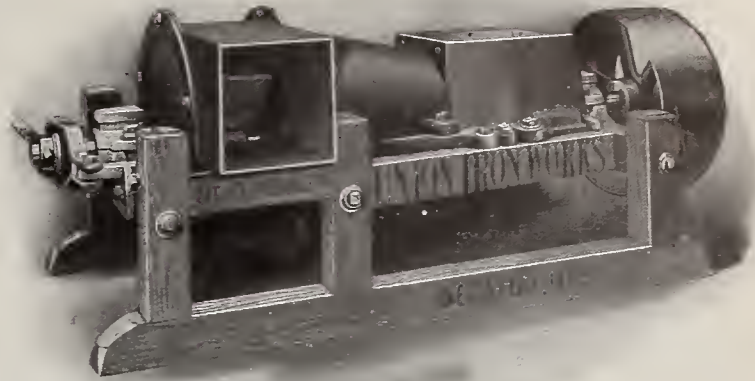
**NO FALLING,
NO ACCIDENT, NO BOTHER**
Be sure to get our prices.
Mention this paper.

SIDNEY ELEVATOR MFG. CO.
SIDNEY - - - OHIO

WESTERN SHELLERS AND CLEANERS



**Best
on
Earth**



THE WESTERN GYRATING CLEANER

Made in seven sizes. Capacities from 200 to 1,800 bushels per hour.

Rotary motion.
Perfect balance.
No shake.
Perfect cleaning.
Cleans all kinds of grain.
Noiseless, strong compact and durable.

THE WESTERN PITLESS SHELLER

Made in three sizes. Capacities 300 to 1,300 bushels per hour.

Will not crack the corn.
Does not require a pit or tank under your elevator.
Discharges directly into the boot.
Fan chamber is adjustable; can be changed to discharge either to right or left, under or over.
Fitted with our patent adjusting lever, enabling the operator to adjust cylinder while running to all kinds and conditions of corn.

A complete line of Elevator Equipment—Plans and Specifications furnished.

UNION IRON WORKS, DECATUR, ILL.

Complete stock of Shellers and Cleaners carried at
1221-1223 Union Avenue, KANSAS CITY, MO.



The AMERICAN GRAIN CLEANER

cleans more thoroughly and with a larger capacity than any other separator, and requires only half as much power. It is simpler in construction and operation, absolutely dustless, and so perfectly counterbalanced that no bracing of any kind is required.



The AMERICAN CYCLONE ASPIRATOR

has a capacity many times greater than any other, does the work much more thoroughly, and requires but very little power. It is specially recommended for use in flour mills, maltheuses, grain elevators, and wherever chaff and other light impurities are to be separated from the grain.

These machines are built in two styles: All Steel, and in Combination Wood and Steel.

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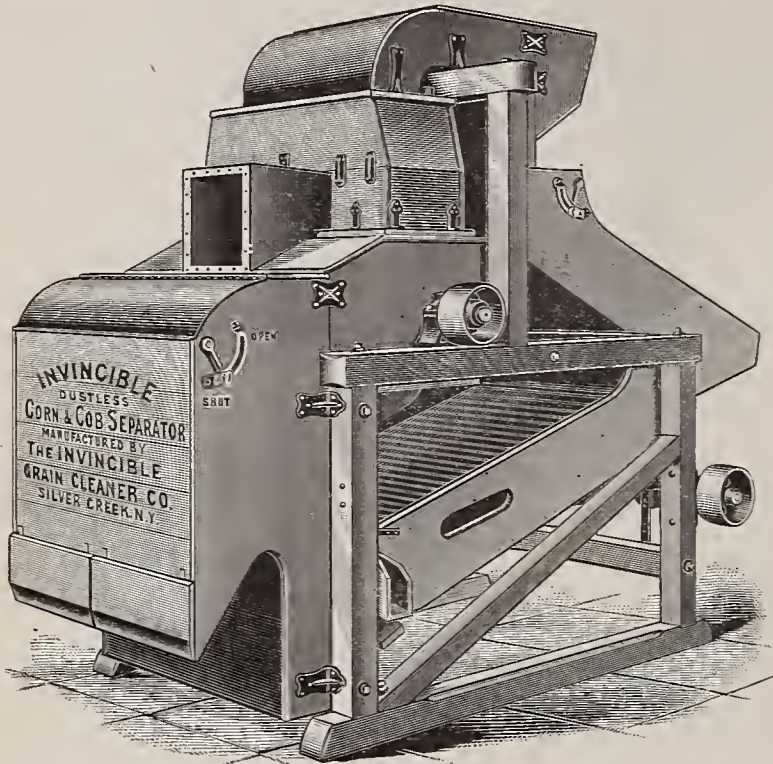
AMERICAN MACHINERY & CONSTRUCTION COMPANY,

103 W. WATER STREET,
MILWAUKEE, WIS.

CLEAN YOUR CORN

This Separator takes out cobs, silks and all foreign matter and gives a high grade of corn.

It is the most popular corn and cob separator on the market, the result of its extremely nice work. Order now.



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The McLeod Automatic Grain Scale

Always Correct

Always Accurate

Always at fair price.

ALWAYS

The Best Automatic Scale on the Market.

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McLEOD BROTHERS

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CONSTANT MACHINERY IS WHAT YOU WANT

THE SAFETY MAN-LIFT

has roller bearings, which makes it easily operated. The improved brakes and safety catch prevent accidents. The adjustable counterweights and springs make it all that could be desired. Buy ours; it pays.

THE B. S. C. CHAIN FEEDER and DRAG



for feeding elevator boots and shellers, any capacity, any distance, automatically. Handles all kinds of grain without waste or mixing.

The ONLY WAY to feed a sheller.

THE U. S. CORN SHELLER

Patented Oct. 17, '05.

No pit or lower hopper. Cheapest installed. Quickest repaired. Our new Screw Adjustment can be used while sheller is full of corn and running. Shells clean, saves cobs. TRY IT.

Write for our catalog or you may miss something good

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GURNEY Standard Scales

The great majority of the elevators throughout the Canadian Northwest are equipped with Gurney Scales.

Also found in terminal elevators in Halifax, St. John, Quebec, Montreal, Sarnia, Midland, Fort William, and a recent order was for the complete scale equipment (ten 2,000-bushel hopper scales) for the Grand Trunk Pacific Railway elevator at Fort William.

**Write us for Estimate on Your Scale Equipment
for Delivery Either in Canada or United States**

Scales of every description, including the best type of Automatic scales.

THE GURNEY SCALE CO.

Established 1856

Hamilton, Ont., Canada

MONTREAL

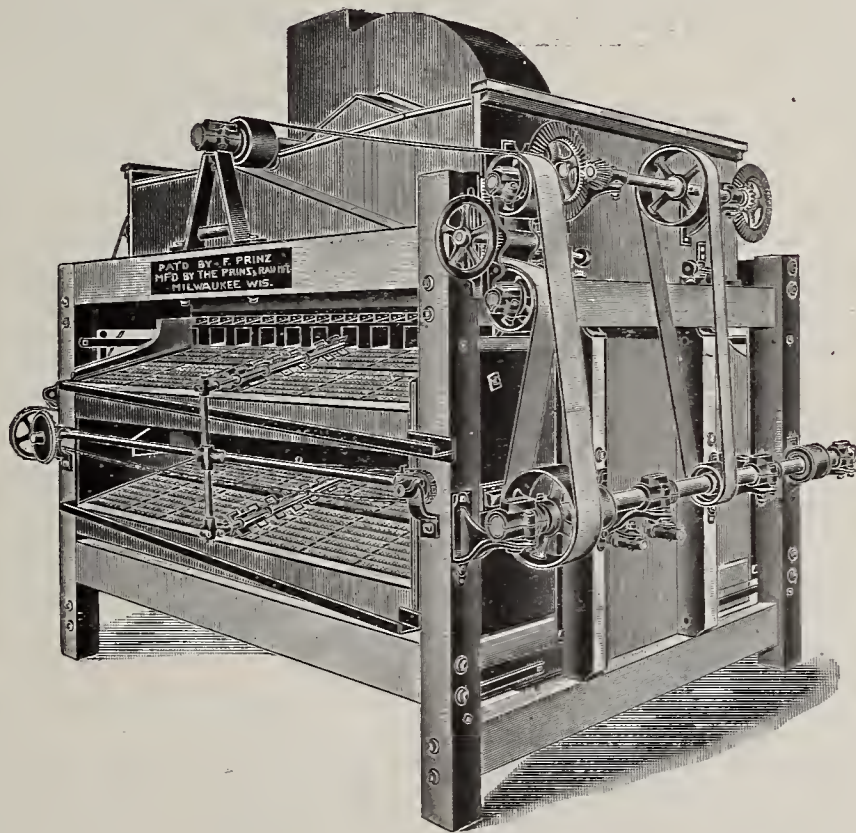
WINNIPEG

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PRINZ AUTOMATIC SEPARATORS

Recommend themselves to those who want the most perfect grain cleaners



They were the first and only separators with **PERFECT AUTOMATIC TRAVELING SIEVE CLEANERS**, insuring absolutely clean sieves at all times.

They have **SHEET STEEL SCREENS**, with seed screen at the head of each sieve. Screens retain their shape under the hardest kind of usage.

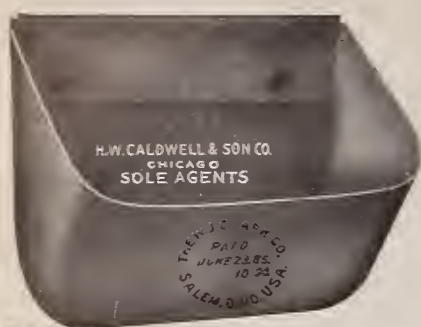
A **PERFECT AUTOMATIC FEEDER** spreads the grain the entire width of sieve, and a large slow-running fan creates a **STRONG, STEADY SUCTION**.

The most compact separators built, occupying the minimum floor space per bushel capacity.

Write for Descriptive Circulars

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REPRESENTED BY W. G. Clark, 415A La Salle Ave., Chicago, Ill.; A. H. Kirk, 1-A Chamber of Commerce, Minneapolis, Minn.; G. M. Miles, 1057 Pierce Bldg., St. Louis, Mo.; F. E. Lehman, 124 Board of Trade, Kansas City, Mo.; C. H. Near, 770 Ellicott Square, Buffalo, N. Y.; M. D. Beardslee, 106 Piquette Ave., Detroit, Mich.
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Genuine Salem Buckets

The Genuine Salem Bucket is light, serviceable and correctly shaped. Enters the material easily, carries maximum load and empties clean. Different gauges of steel suitable for handling any material. Made only by The W. J. Clark Co., Salem, Ohio.

Imitations are no cheaper. Watch for the Clark Stamp. **We are Sole Agents.** Large stock. Prompt shipments. Catalogue "S."

H. W. Caldwell & Son Co.

CHICAGO, 17th St. and Western Ave.
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Screw Conveyors



Unquestionably our Helicoid (continuous flight conveyor) is the best screw conveyor made. We are the originators of and fully equipped to make sectional flight conveyor also, but advise customers to use Helicoid, because it is better balanced and more durable than any other screw conveyor, and renders more satisfactory service.

Helicoid conveyor is well adapted to the handling of grain and all milling products; cotton seed and cotton seed products, fertilizers, sugar, starch, rice, coal, ashes, cement, concrete, phosphate, sawdust, and many other articles

Helicoid costs no more than other conveyors.

H. W. Caldwell & Son Co.

CHICAGO, Western Ave., 17th-18th St.
NEW YORK, Fulton Bldg., Hudson Terminal, 50 Church Street.

USERS SAY

THE RICHARDSON ELEVATOR SCALE weighs with **perfect accuracy** on all grains, and up to and over its rated capacity.

That it needs **no care** and **very little attention** and **records every pound** of grain leaving the elevator, whilst taking up **less space** than a hopper scale.

**WE, THE MANUFACTURERS,
GUARANTEE THESE FEATURES**

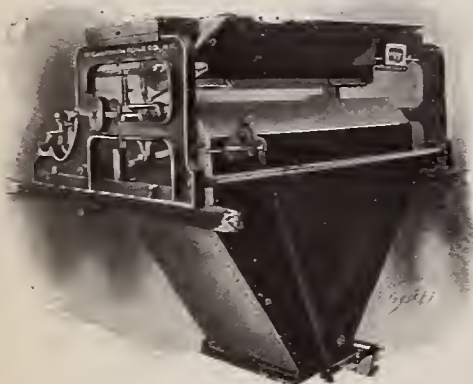
Milford, Ill., Dec. 18, 1908.

"We have been using one of your Automatic Scales, of 2,000 bu. per hour capacity, for the past two years. During the time we have had it, it has weighed upwards of half million bushels of grain, principally corn and oats, with very satisfactory results.

"It takes no care whatever, and all we have to do after a car is loaded is to read the tally and the thing is done.

"We think it as accurate as any scale that could be put in or around elevator and very much more convenient than a hopper scale."

HERRON-PATTERSON CO.



RICHARDSON SCALE CO.

2 Park Row, New York
122 Monroe St., Chicago
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ROBINSON TELEGRAPHIC CIPHER

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H=C. STOCK FOOD



CORN AND ALFALFA GROUND TOGETHER
BEST FEED IN THE WORLD

Will keep in hottest climate. Samples sent on application

H=C. GRAIN CO.

BURRTON,

KAN.

The Grain Dealers' Supply Co.

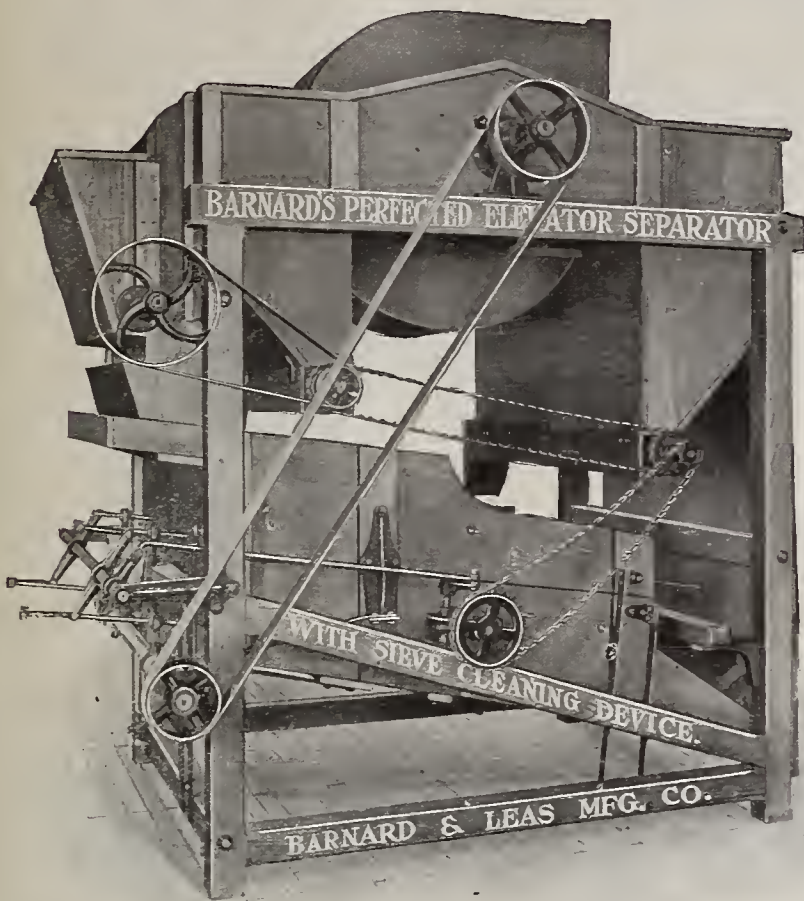
322 Fourth Ave. South, Minneapolis, Minn., having bought the complete stock of C. D. Holbrook & Co., are now located in the old Holbrook location at 305 South Third Street, where they will continue the business of furnishing the grain trade with

Elevator and Mill Machinery, also Avery Automatic Scales and Charter Gasoline Engines.

WE SOLICIT YOUR ORDERS.

305 South Third St., Minneapolis, Minn.

Barnard Perfected Elevator Separator



BARNARD'S PERFECTED WAREHOUSE AND ELEVATOR SEPARATOR
With Sieve Cleaning Device

Makes the most efficient sieve and air separations of any machine on the market. They are under the full control of the operator at all times.

The sieve cleaning device works under the sieves. Thus it lifts the trash out of the holes and causes it to tail over instead of assisting it to pass through with the grain. This results in keeping the sieves perfectly clean at all times and insuring positive and uniform work.

We also make the Cornwall Corn Cleaner, the Victor Corn Sheller, Willford's Light Running Three-Roller Feed Mill, Barnard's Two and Three Pair High Feed Mills and a complete line of Flour Mill and Elevator machines and supplies.

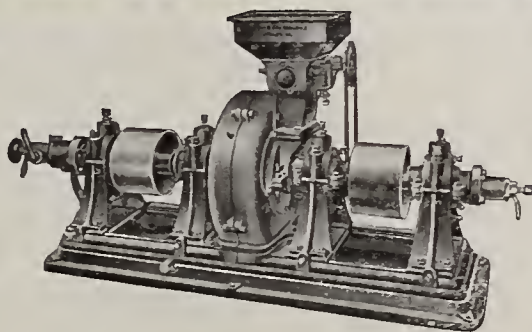
Send for latest circulars

Barnard & Leas Mfg. Co.

Builders of Elevator Machinery and Supplies

MOLINE, ILLINOIS

YOU
KNEED
A



Monarch Attrition Mill

If you expect to make money grinding feed. It is the only feed grinder that can be depended on for capacity, quality of output, and satisfactory service. We have installed hundreds of Monarchs in elevators throughout the country and every one is giving unqualified satisfaction. Our mill grinds any feed material and makes a product that satisfies customers. We have just the mill for your needs, as we build the Monarch in a number of sizes.

SEND FOR OUR NEW CATALOGUE

and learn all about the scientific grinding of feed. It treats the subject from a new standpoint and also tells why the Monarch has phosphor-bronze interchangeable bearings; cable-chain oilers; double movable base; safety spring; quick release; relief spring; special adjustable endless belt drives; hammered steel shafting; ball bearings and other improvements not found in competing mills.

Mention amount and kind of power you expect to use for operating a mill

SPROUT, WALDRON & CO.

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Northwestern Branch, 301 Corn Exchange Bldg.,
MINNEAPOLIS, MINN., C. H. Mohr, Mgr.

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Patent Flax Cleaner

Something New—
Results Extraordinary

**No Sieves, Screens or Fans Used.
Enormous Capacity.**

SOLE MANUFACTURERS

The S. Howes Company

"Eureka" Works

SILVER CREEK, N. Y.

Represented by



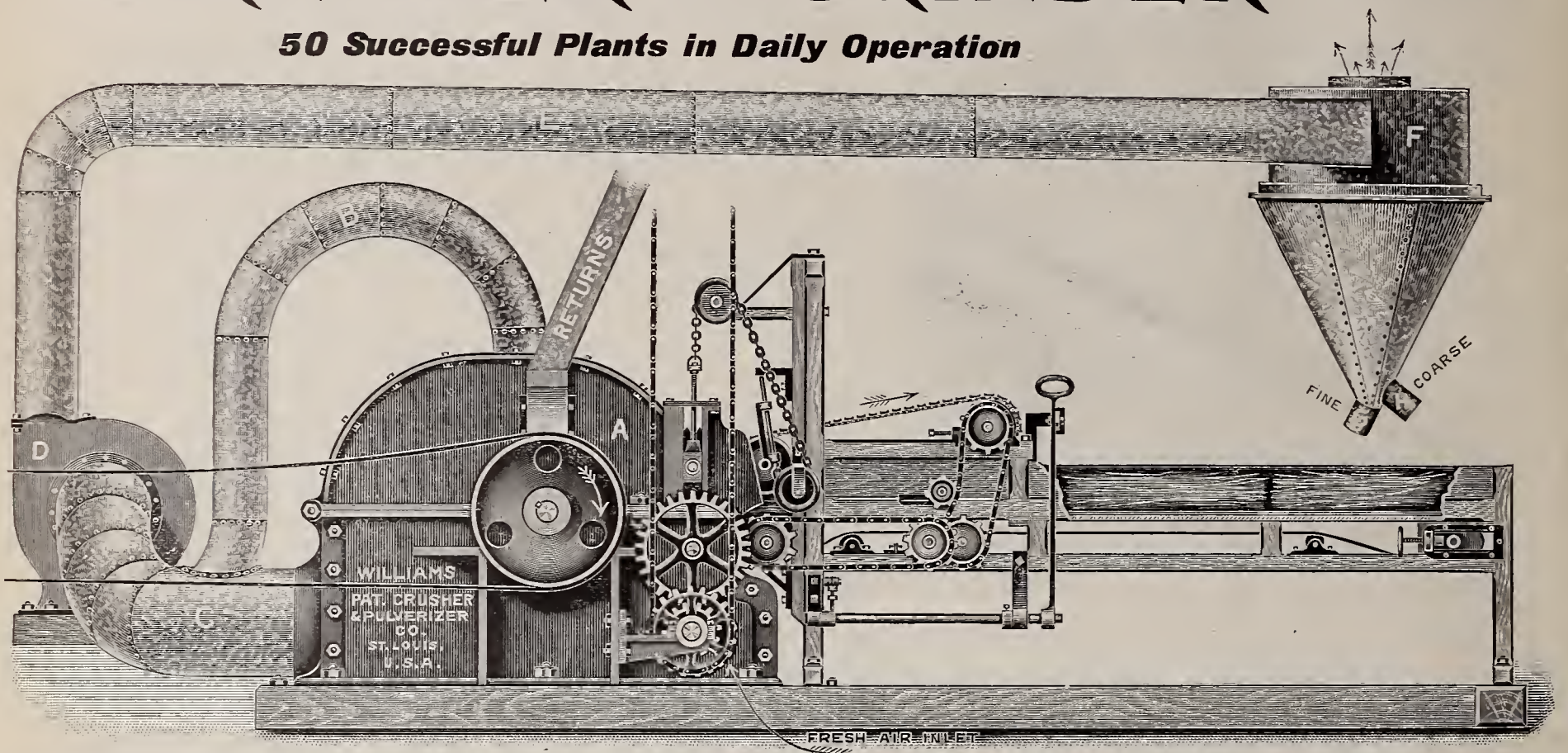
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PACIFIC COAST AGENTS—SYMPHERS MACHINERY
CO., Spokane, Wash.



WILLIAMS PATENT COMBINED HAY AND STRAW CUTTER SHREDDER and GRINDER

Made in 6 Sizes

50 Successful Plants in Daily Operation



THE ONLY VERSATILE FEED GRINDER EVER PRODUCED

They will reduce EAR CORN with the HUSK on.
 They will reduce ALFALFA HAY from the BALE or from the STACKS.
 They will reduce ALFALFA HAY and EAR CORN together.
 They will reduce ALFALFA HAY and SHELLLED CORN together.
 They will reduce ALFALFA HAY and OATS together.
 They will reduce ALFALFA HAY and FODDER OF ALL KINDS, with the CORN on.
 They will reduce ALFALFA HAY and PEA VINES.
 They will reduce EAR CORN ALONE or SHELLLED CORN ALONE.
 They will reduce OATS ALONE.
 They will reduce ALFALFA HAY and two other kinds of CEREALS at the same time, as each machine has three separate feeding places.

They will reduce ANY FORAGE material or CEREAL, together or separately.
 They will reduce GREEN CORN from the field.
 They will reduce CLOVER HAY, TIMOTHY or ANY KIND OF STRAW.
 They are CUTTERS when desired, GRINDERS when desired and SHREDDERS when desired.
 They are COB CRUSHERS when desired.
 They will reduce COARSE OR FINE by changing cages.
 They will reduce OAT HULLS, RICE HULLS, FLAX SHIVES or any other FOOD MATERIAL.
 They produce two grades of goods AT THE SAME TIME, coarse and fine, BY OUR COMBINED SYSTEM OF COLLECTING AND SEPARATING.
 They WILL GIVE DOUBLE THE CAPACITY FOR THE POWER EXPENDED AND COST FOR REPAIRS OF ANY KNOWN GRINDER ON EARTH.

We have a corps of competent milling engineers in the field making estimates and taking contracts for the installation of complete alfalfa meal plants, from the stump up.

*For Further Information
 Write for BULLETIN NO. 7*

*Write for Catalog of the Noxon
 Automatic Hay, Meal and All Around Feeder.*

Southwestern Representative: A. G. Olds, Care Manhattan Hotel, Wichita, Kan.
 Northwestern Representative: J. J. Ross Mill Furnishing Co., Portland, Ore.
 Pacific Coast Representative: O. J. Williams, 40 Fulton St., San Francisco, Cal.

THE WILLIAMS PATENT CRUSHER & PULVERIZER COMPANY
 ST. LOUIS, MO., U. S. A.

A \$1,000 FORFEIT

Who Decides Which is the Standard Seed Cleaner?

Who Decides Who are the Successful Seed Firms and Dealers?

WE do not proclaim YOU a failure if you do not use our Seed Cleaners. But we do claim and guarantee our machines to equal the screen work and air separations of any other machine and in some cases to excel ALL other makes, and that they are the most economical seed cleaners to use and will save you money, both in superior work and cost of maintenance.

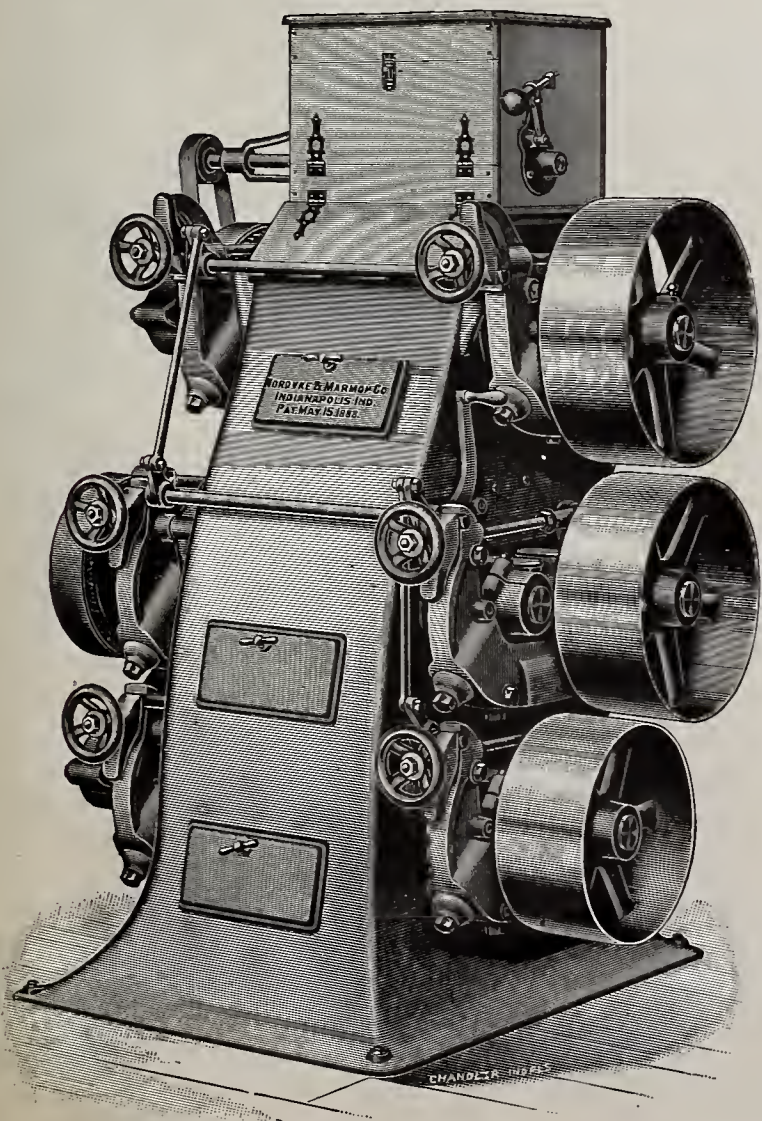
If there are ten firms out of the first one hundred in the United States and Canada not using our machines, we will forfeit \$500, and we will forfeit \$500 more if 90% of all the field and garden seed firms and seed dealers are not using The "CLIPPER" Seed Cleaners as against all other makes.

We made and sold more Seed Cleaners in 1908 than any one firm has made or sold in the past ten years—to the smallest as well as the largest seed firms of America and many foreign countries.

A. T. FERRELL & CO., Saginaw, Mich.

Manufacturers of

The "CLIPPER" GRAIN, SEED and BEAN CLEANERS



The N. & M. Co.

THREE-PAIR-HIGH SIX-ROLLER MILL

The most substantial, most economical in cost of maintenance. Has great capacity and requires comparatively small power. The only Six-Roller Mill with drive belts properly arranged to place the belt strain on bottom of bearings, where it belongs. It is not the cheapest mill in first cost, but it is by long odds the cheapest in the long run. It is without question the best roller feed mill on the market. Feed grinding pays best when you have a mill which will do perfectly any kind of grinding required and stand up under hard work without breakages and delays.

Send for Catalogue

ELEVATOR SUPPLIES

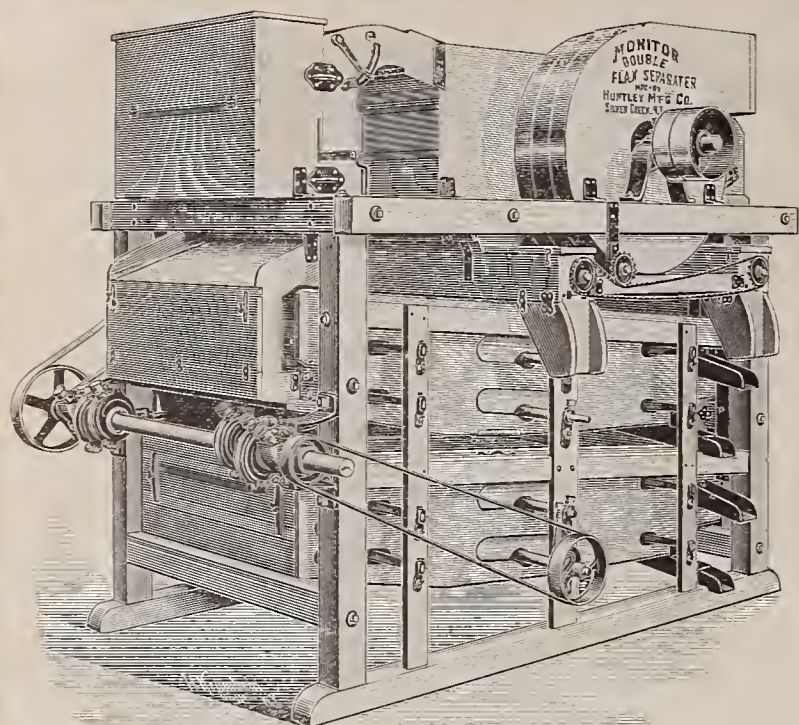
We carry a complete stock of Heads and Boots, Elevator Buckets and other Elevator Supplies. All orders are given the very best of attention.

Nordyke & Marmon Company

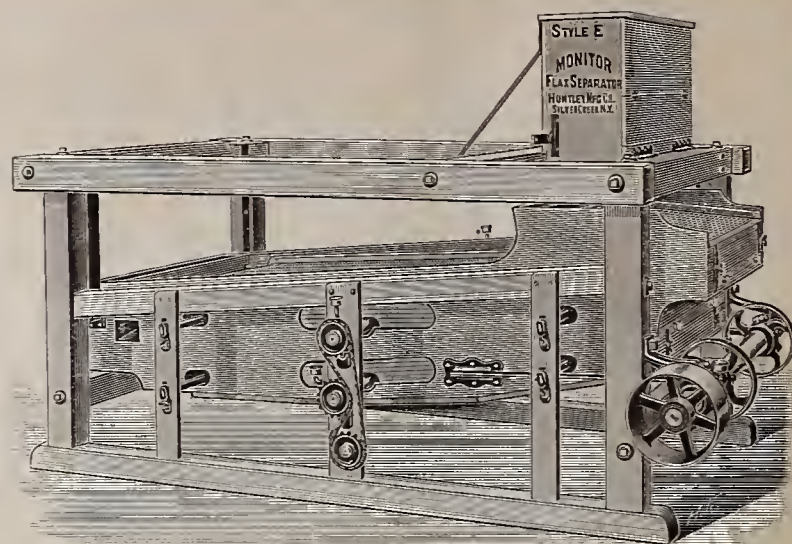
America's Leading Flour Mill Builders

Established 1851

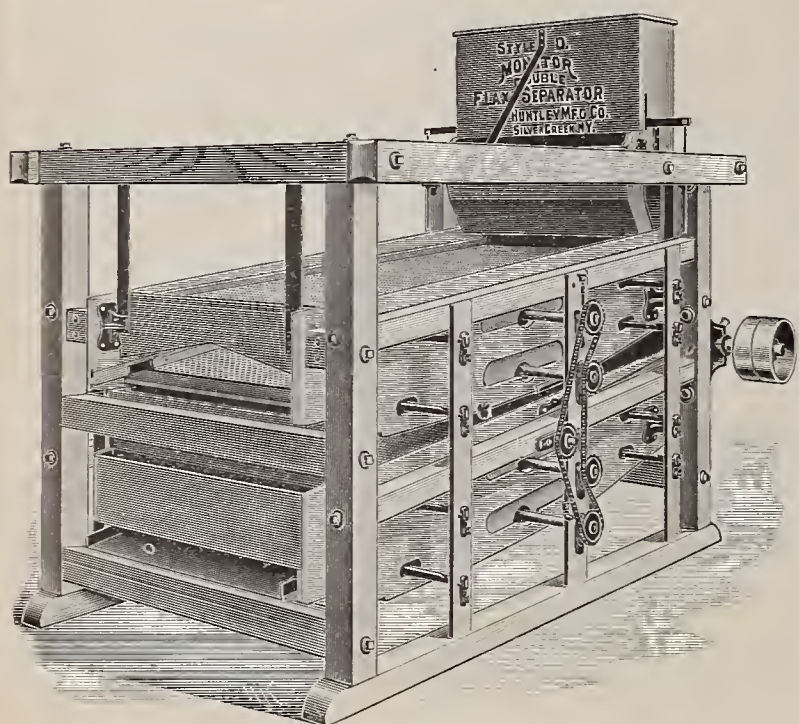
INDIANAPOLIS, IND.



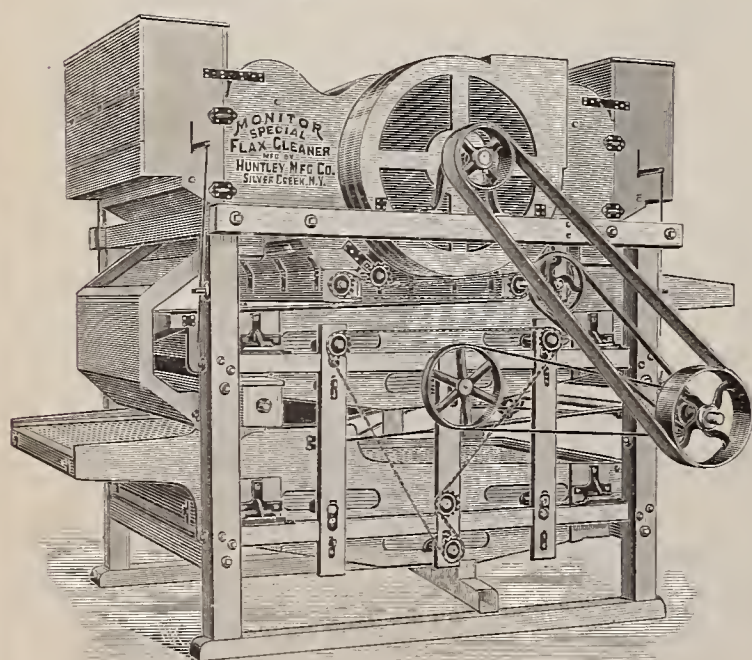
THE MONITOR—STYLE B



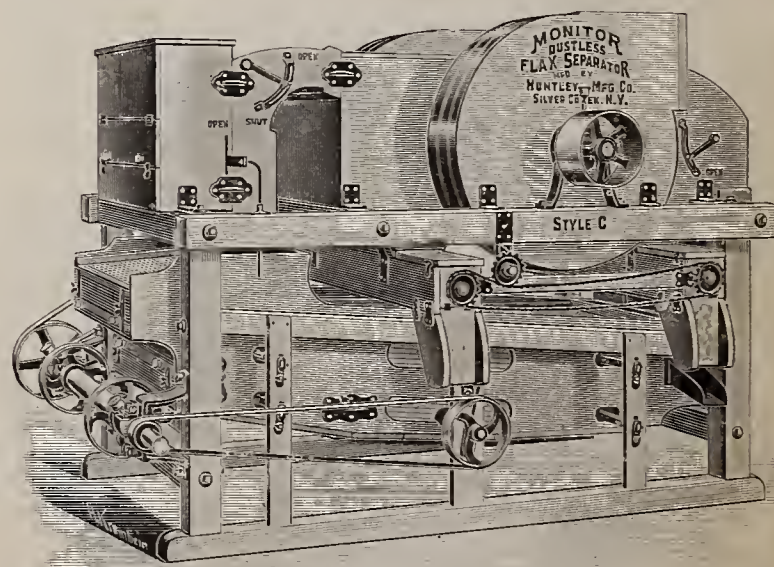
THE MONITOR—STYLE E



THE MONITOR—STYLE D



THE MONITOR—STYLE A



THE MONITOR—STYLE C

MONITOR Flax Cleaners

Built in

STYLES & STYLES

Nearly every large flax handling concern in the United States uses and endorses the Monitor. Here's the reason:

Monitor Flax Cleaners

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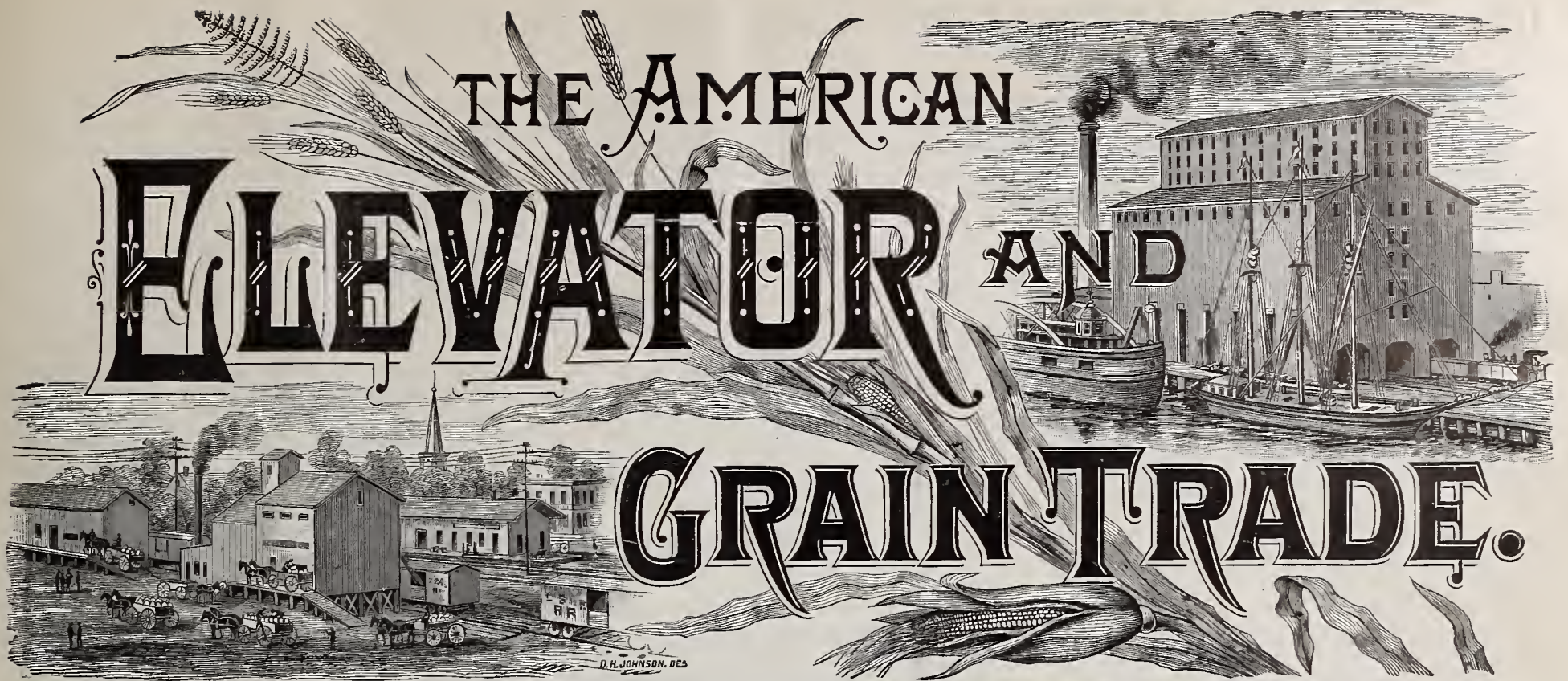
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NEW GRAND TRUNK PACIFIC TERMINAL ELEVATOR.

The great grain fields of the Canadian North-west are rapidly being developed, and to keep pace with the increasing flood of grain there has necessarily been a demand for the erection of

huge structures to take the grain for cleaning and forwarding. One of the latest and largest elevators of this section is that shown in the illustration, now in course of erection at Fort William, Ont. The picture was made from a wash drawing by the architects. The work on the elevator was but recently started; and it

will be completed by November 1, 1909. The capacity of this first unit will be 3,500,000 bushels, the plant ultimately to have a total capacity of 40 million bushels.

The entire plant was designed and this unit is being erected by the grain elevator building department of James Stewart & Co., Chicago, of



THE TERMINAL ELEVATOR OF THE GRAND TRUNK PACIFIC RAILWAY AT FORT WILLIAM, ONTARIO.
Designed and in course of construction by James Stewart & Co., of Chicago.

which W. R. Sinks is manager and R. H. Folwell, engineer.

The entire structure rests on a foundation of 55-foot piling, and the working house covers 237x70 feet of space, not counting a car shed, 68x237 feet in size. There will be 75 tanks over the working house and 80 tanks in the storage annex. The working house and storage tanks will be built entirely of reinforced concrete, and the cupola of steel.

There will be four unloading tracks entering the house, and each will have five hoppers, making twenty in all, with a capacity of 2,000 bushels each. This gives a combined receiving capacity of 40,000 bushels in the receiving pits before it is necessary to elevate any grain, and shows what a mammoth elevator the house really is going to be, as the pits alone will be able to hold as much grain as the average country elevator. There will be five receiving legs and four pits serve each leg, each leg having a capacity of 15,000 bushels per hour. The handling capacity of the elevator will be 200 cars per day of ten hours and 75,000 bushels per hour for loading into boats. Five belt conveyors will carry grain to and from the storage tanks to the working elevator, with a capacity of 20,000 bushels per hour each.

The working house will be equipped with nine No. 9 Monitor Warehouse Cleaners, six No. 9 Special Monitor Oat Cleaners, two No. 8A Monitor Flax Cleaners and two Monitor Screenings Separators. The equipment will also include ten 2,000-bushel Gurney Hopper Scales, furnished by the Gurney Scale Co. of Hamilton, Ontario. The elevating and conveying machinery will be supplied by the Webster Mfg. Co. of Chicago.

The house will be furnished with complete dust-collecting system and will have a No. 6 Hess Drier at one end of the working house, as shown in the illustration. All machinery will be electrically driven.

PLANS FOR GRAIN ELEVATORS IN MEXICO.

The concession which was recently granted by the Mexican authorities to General Mondragon for the erection of grain elevators in different parts of the country will be transferred by him to the Compañia Molinera Mexicana, otherwise known as the Nixtamalina. It is then planned to form a new corporation, which will include the capitalists interested in the Nixtamalina and also a number of American and English capitalists.

The capitalization of the new company will be 20,000,000 pesos, the entire amount of which has already been subscribed, about one-third being Mexican capital and the rest equally divided between the United States and England. In speaking of the proposed company General Mondragon said, among other things:

"The projected erecting of grain elevators has three motives. The first is military, and as a military man it is to me the most important. It is the maintaining of a constant supply of grain on hand which will be at the disposal of the government in case of war, famine or other disaster. The second is industrial, and has to do with the maintaining of an even price for cereals, notwithstanding the good or bad harvests. The third is simply a business reason. I think, as do the other capitalists interested in the project, that there is a great deal of money to be made in the proposition."

The concession which the government has conceded the company provides in one of its articles that in case of war the company must sell to the government all its grain, should it be necessary, at a cost not exceeding five per cent of its cost. It is also provided that the plant must always be open to the public for inspection. The first elevator will be built in the Federal District and will have a capacity of about three thousand tons of grain, or about 100,000

bushels. At present there is only one small elevator in the entire republic, located on the Coatzacoalcos River, near Santa Lucretia, in the state of Vera Cruz.

Among the prominent Mexicans interested in the new company, as well as in the Nixtamalina, are: General Manuel Gonzalez Cosio, minister of war; General Ignacio Salamanca, sub-secretary of war; General Manuel Mondragon, chief of artillery; Colonel Felix Diaz, chief of police of the Federal District; Enrique Mondragon, Agustin Lazo and Julio Limantour.

JOHN DOWER.

John Dower, supervisor of the St. Louis Merchants' Exchange Department of Weights, is a native of St. Louis, his birthplace being on high land overlooking the father of waters, which may account for his enthusiastic advocacy of the deep-water-to-the-gulf proposition. While the subject of this sketch was reared in a comfortable home and received a good common school education, he was not born with a silver spoon in his mouth; and early in life he took up the battle



JOHN DOWER.

in the world for independence. When quite young he commenced work in one of the largest elevators in St. Louis, and there, by faithful application to his duties and close observation, acquired a thorough, practical knowledge of grain, which proved in later years infinitely valuable to himself and inspired the confidence of the grain trade in his judgment. For a long time Mr. Dower was a grain inspector in the Missouri State Grain Inspection Department, his later connection therewith being in the capacity of chief inspector, which position he relinquished upon a change in the administration. He has at times been interested on his own account in the grain and feed business and in the operation of an elevator, though not during his connection with the inspection department.

Mr. Dower accepted the office of supervisor of the St. Louis Merchants' Exchange Department of Weights on November 15, 1907, in which position he has proved of incalculable value to the grain and hay interests of St. Louis. He has instituted many reforms and originated and carried into execution ideas that have brought the Department of Weights up to the standard of almost absolute perfection, which is cheerfully attested by the grain and hay receivers of St. Louis. There is now absolute protection in the matter of weights for shippers sending their grain to St. Louis and East St. Louis. One of the most valuable innovations originated by the present supervisor is to have all cars loaded with

grain inspected by the Merchants' Exchange Department of Weights, so that, even though the roads bringing in the grain may repair all leaking places in the cars before sent to places of unloading, the certificates of condition of cars upon arrival at St. Louis, issued by the Department of Weights, indicate the cause of grain shortages, and place in the hands of the shipper indisputable evidence that enables him to successfully prosecute his claim against the railroad company for loss of grain in transit.

John Dower has been a successful business man and has accumulated quite a competency; but at all times he has extended the hand of good fellowship to rich and poor alike, and, though compelling strict and faithful attention in the prosecution of their work, he commands the respect and love of the attaches of the Department of Weights.

OATS EXHIBITION, 1910.

It is proposed to hold a National Oats Exhibition at Cedar Rapids in 1910, under the auspices of the Cedar Rapids Commercial Club. The Quaker Oats Company, one of the largest consumers in the world, is pledged to help the affair along, and that company's managers have decided upon "The Pioneer Oat Exposition of America" as a suggestion for a name for the new institution.

Professor Bowman, at a conference on the subject at Cedar Rapids, said that one-eighth of all the oats grown in the United States is raised in Iowa; yet Iowa's 4,000,000 acres of land last year yielded only an average of twenty-four bushels to the acre. He said that no farmer can grow oats for less than \$8 an acre, and that every acre of this crop grown represents an absolute loss, yet oats must be grown. He explained in detail the purposes of the proposed "Seed Oats Specials" which will be run to 600 to 800 towns in Iowa this spring. He said that the oat crop has been allowed to go back year after year until systematic effort will be necessary to bring it back where it will pay the farmer. Only the northern half of Iowa can properly be included in the "oat belt," for South Dakota, eastern Nebraska, southern Minnesota, southern Wisconsin and northern Illinois and northern Iowa really comprise the "oat belt," in relation to which Cedar Rapids, with its great cereal interests, is most conveniently situated.

Geo. A. Wells said that the Western Grain Dealers' Association, the Western Oat Growers' Association, and all the kindred organizations in the middle West, will, he is sure, support an Oat Exposition plan.

The show corn at the Ames, Iowa, "Short Course Show" was sold at \$85 for best 10 ears; \$65 for the championship 30 ears, and the championship bushel at \$76. The best single ear brought \$28. These prices "are not as spectacular as those made at the Show two years ago, when the record-breaking price of \$150 for a single ear was reached," says the official report. "The general average, however, was higher than it has ever been before. The entire proceeds amounted to \$1,400, which is \$400 more than last year's record. A large amount of corn was bought back by the exhibitors, of course, but there was also considerable good stuff that went into the hands of new men. These were mostly young fellows who had become inspired by the sight of the long rows of almost perfect corn and who were determined to do their best to make some of the old exhibitors 'go some' to carry away the prizes next year. A feature of the sale was the large number of samples bought by the regular students of the college. A number of these are seniors who are going back to the farm next year and who have high ambitions in the corn-growing line. Some of the others were younger fellows, who are going to send their corn home to their fathers or brothers."

MORE COMPLAINTS.

The Society of Grain Dealers of the Exchange at Hamburg, Germany, has addressed the following letter to the Secretary of Agriculture:

The certificates of inspection issued in your country by different state, local or private authorities have been seriously criticized by European grain buyers for years. But while in former seasons the remonstrances on this side were directed mainly against the poor quality of corn shipped and certified as No. 2 corn, which arrived here heated and moldy, lately the shipments of hard winter wheat No. 2 have caused general dissatisfaction with the present system of inspection.

We need not dwell on details, as we are aware that your agents, John D. Shanaban, Emil G. Boerner and M. H. Davis, have investigated these matters in Europe and will have reported meantime to the United States Departments of Agriculture and of Commerce and Labor.

Our object is to point out to you that if the present method is continued your export trade will be seriously and injuriously affected. Europe will import the quantity of corn and wheat it requires as much as possible from other countries ready to give more reliable guarantees of quality. This movement has set in already so far as corn is concerned.

What we ask is that grain inspection be carried out only by experts entirely under the control of the United States Department of Agriculture. Such a system adopted by the Dominion of Canada has proved generally satisfactory. Besides, there ought to be uniformity in standards throughout your whole country.

So as to prove in what a fraudulent way red winter wheat has been mixed with hard winter wheat No. 2 and been shipped to Europe under the latter denomination, we beg to hand you a statement of different shipments, together with the bills of lading, the certificates of inspection and samples drawn here by sworn weighers, so that the authenticity of the samples cannot be doubted.

What great loss such admixtures of 40 to 80 per cent red winter wheat inflict on buyers will be easily understood if we mention that at the time of shipment hard winter wheat—that is, the quality German millers buy and require—had 5 to 6 per cent more value here than red winter wheat. The undersigned committee hopes that you will lend it your powerful help, so as to improve matters.

The following from the New York Tribune of January 16 is a sufficient and conclusive answer, and defines a condition of things that has long prevailed in the trade:

The only government inspection in this country that amounts to much, a broker said yesterday at the Produce Exchange, was the state inspection at Chicago. No Western inspection could be taken at the seaboard as fixing the grade, he declared, because of climatic changes. The shipment of red winter with hard winter, he said, was done from the ports of Galveston and New Orleans to meet competition. In New York City such a shipment would be impossible, because the inspector of grains here, G. H. K. White, would not countenance any departure from the rules laid down by the Produce Exchange. "It is this way," the broker said. "We receive an inquiry for wheat or corn of a certain grade and quote prices. The foreign buyer says that he can do better at other ports and buys what purports to be the same grades for which our quotations were too high. Then the importer raises a great cry when he finds that he does not get what he expected. I was on the Hamburg Exchange not long ago and the same complaint made in that letter was made to me. I told the brokers there that if they were willing to pay 1 per cent more, or about one cent a bushel on wheat, we at New York would guarantee the shipments. They wouldn't do it, and I told them not to complain then. There is no doubt that the inspection at Galveston, New Orleans, Port Arthur, Texas, and Mobile should be stricter. But they have their temptations. When wheat, corn or any other grain is graded here by Mr. White that is as good as any guarantee. The foreigners, however, prefer to take the risks, but are not willing to take their medicine if they are stuck.

"We here—the whole trade—want absolute fairness, that the importer shall get just what he buys. But he will want a No. 2 hard winter wheat; we engage it from a Southern port, and it is shipped. We receive a sample with the draft, and are compelled to pay, even though the grading has been lax. Then we hear from abroad, and often have to suffer loss. But there are shippers upon whom we can rely absolutely, and they get the bulk of the business. The whole trouble is with those who are now complaining, because when we quote an honest price on honest grain they declare that they can buy cheaper, although buying from us is as good as having the shipment guaranteed. And government inspection would not mend matters. The inspection would be for the most part in the dry Western states, and the character of the grain would be changed before it could be loaded on ship-board here."

Mr. White said that the foreign buyer would bid for grain inspected at the seaboard, but was not willing to pay the price fixed here. The importer, he said, believed that with federal inspection he would get \$1 for 50 cents. The honest inspection at New York was not conducive to big business, but it was according to the rules, and would not be changed. It was learned that while some buyers would not pay the price demanded here for grain,

there were many who knew that they got what they bought, and were willing to pay the additional cost. So well has the efficiency of the grading been established here that concerns insuring cargoes in the Southern ports can do no business on shipments from this city.

FRED C. PALIN.

It is the up-to-now farmer who makes business for the grain buyer—the man who farms by method, raises cattle and hogs, feeds them on the place, and still has grain to sell, because he grows more and better corn than the "plug farmer," who does things in the old way because "that was the way"—once. And because good farming is just as easy as poor farming, when one goes into good farming, grain men will be interested in Fred C. Palin, farmer, living near Newton, Ind., with a postoffice address of R. F. D. 3, Mellott. This man is especially worthy of notice because he is one of the very best representatives we know of a type of farmer largely now in evidence in the corn belt and



FRED C. PALIN.

upon whom to a large extent the future of that region of our country depends—"the renter."

Mr. Palin is a native of Indiana, having been born on a small farm in Fountain County, in 1863. The land there, as was a large part of Indiana in those days, was a timbered and very wet section of country, and farming was a truly strenuous occupation. Mr. Palin lived on the farm with his parents until he was nineteen years of age, "eating frogs, killing mosquitos and having the 'ager,'" which was no joke, and getting during this time, however, a country school education and a good development of muscles, which have been of very good use to him ever since.

The farm being too small to employ and maintain all the family of five children, of which he was the eldest, Mr. Palin drifted, somewhat like a log at sea, out in the world, to look there for a permanent occupation. After shifting from one thing to another up to the fall of 1887, he accidentally secured a position as traveling salesman with what is now known as the Webster Grocery Co. of Danville, Ill., and remained in commercial work the greater part of the time up to 1898.

"During all my various vocations," he writes, "I have been impressed by close observation with the fact that agriculture is the foundation and life of every other business in existence; that it is the master wheel; and as it slows down or gains momentum, so do all commercial or

manufacturing enterprises. I realized that I was not cut out to accumulate much of the 'root of evil' in the business I was in; and, fortunately, in 1898 a better chance smiled upon me, and I was enabled to rent some farm land and borrow a team of horses and some implements, with which outfit I began farming. I subscribed for some agricultural papers and asked for all the experiment station bulletins I could get. The study and investigations I made in this way proved to be interesting, entertaining and beneficial, but not to the degree I wished; hence I started to school, and became one of the farmers' short-course students.

"While I am only as yet what should be called a 'primary,' I feel that I have made no mistake in following up the instructions that have come from experimental investigations. I am greatly in favor of general agriculture and soil improvement being taught in every public school in the land. Why not have 'book farmers' as well as book doctors, book lawyers, or preachers?"

In 1908 Mr. Palin was appointed one of the instructors in the corn class of the Farmers' Short Course at Purdue, and was reappointed to serve in the same capacity during the same course in 1909, meeting on January 11-18, 1909. Governor Hanly gave him the appointment of county special also, in the interest of the National Corn Exposition, and he had the appointment to be one of the judges also at the same Exposition.

Mr. Palin is still farming the same land on which he began farming in 1898, but not with borrowed horses and implements. While he is a tenant, he is the owner of all the horses and up-to-date machinery to run 280 acres of land, and half partner with the landlord in all the grain, cattle and hogs. They aim to keep enough cattle and hogs to consume all the corn and grasses produced on the farm, which means about forty head of cattle and 300 head of hogs annually.

TO FIGHT DOCKAGE.

Jos. Taggart, county attorney at Kansas City, on January 25 began an action in the District Court to test the validity of the rule of the Kansas City Board of Trade that permits a deduction at elevators of 100 pounds of grain from each car as "dockage." The complaint was lodged against Amos Martin, the operator of the Southern Elevator at Rosedale. After the serving of the warrant the attorney for Martin started for Topeka to bring habeas corpus proceedings in the Kansas Supreme Court.

C. L. Sawyer, a member from Minneapolis, created a laugh in the Minnesota House the other day by introducing a resolution giving a vote of thanks to J. A. Patten, the Chicago grain dealer, because he has, "by his actions in the wheat market for several months, sustained the price of wheat at and above the dollar mark, thereby affording an opportunity for the farmers of the Northwest to sell their wheat at prevailing high prices and thereby putting into the pockets of such farmers of the Northwest many thousands of dollars, which they could not otherwise have received in 1908." The resolution was laid over.

Owing to the near approach of the season when uncertainty prevails as to high water, which may occur at any time in the Allegheny, Mouongahela and Ohio Rivers, and owing to the disposition of the B. & O. R. R. Co. not to assume responsibility for any loss by fire or water on shipments made to this market over their line; therefore, shippers are notified by the Pittsburg Grain and Flour Exchange that "all shipments, either as consignments or otherwise, when routed for delivery here via B. & O. R. R., will be at their own risk. It would be advisable to have all shipments to this market routed via other roads having delivery yards above the high-water mark."

NEW ENGLAND GRAIN DEALERS.

At the annual meeting in Boston of the New England Grain Dealers' Association, the following officers were elected: President, J. W. Cox; vice-president, R. Mackinnon, St. Johnsbury, Vt.; secretary, W. T. Fulton, Boston; treasurer, H. J. Wood; board of directors, J. S. Morrell, Laconia, N. H.; W. B. Kimball, Bowdoinham, Me. (re-elected); B. W. Brown, Concord, N. H.; Everett Craine, Quincy; J. D. Peck, Providence; Walter E. Smith, Boston (re-elected); Ernest L. Rogers, New London (re-elected); H. W. Chambers, Whitman; W. L. Woodbury and Newton Shultis, Boston.

Later, at the annual meeting of the Grain Dealers' Mutual Insurance Company, the following members of the board of directors were re-elected for another term: Charles P. Washburn, Boston; William L. Winslow, Fall River; V. M. Bourneuf, Haverhill; Eben J. Ham, Lewiston, Me.; G. U. Kierstead, Hartford, Conn.

A unanimous vote of thanks was tendered V. M. Bourneuf, who since the company was formed

ways a Republican. If bulls, and think market too high, they won't sell, but wait for a break to buy. If from Chicago, they generally sell; and when they find a man like Patten, if they cannot break him, they talk about changing inspection to admit off grades to prevent a corner. If you want to trade, be a sport; don't holler if you get on the wrong side. If you think wheat too high, sell it. We believe it is worth the money and will hold ours."

MOISTURE TESTER.

Prof. Anthony Zeleny of the University of Minnesota on January 19 announced the completion by him of a new apparatus for quickly and accurately determining the amount of moisture contained in grain and corn.

The machine is based on the principle of the galvanometer, and gives direct readings for the moisture within three seconds after its application to the substances whose moisture is to be determined.

The principle is simple. Dr. Zeleny found that

AN OHIO RIVER ELEVATOR.

Owensborough, Ky., is an important assembling and distributing point of western Kentucky. Being located on the Ohio River, the river traffic is an important factor in its trading facilities, and is especially so as regards the grain business of the city. The amount of grain drawn from the river transportation lines at this point will be understood by an examination of the elevator recently erected there for the Griffith Elevator Company by the Robinson Manufacturing Company of Muncy, Pa., on a contract taken by the Robinson Company's Southern representative, L. R. Veatch, at Louisville, the complete plans being made and the equipment designed by that company.

The building is situated directly on the bank of the Ohio River, and it will receive 75 per cent of corn grown on the bottom lands along the Ohio, both on the Kentucky and Indiana sides, and for many miles up and down the river. The grain is delivered in barges and transferred to the mill by conveyors. At the point where the elevator is located the bank is very steep when the river is at a normal stage of water, the distance from the water level to the elevator being over 300 feet, consequently it is a source of great pleasure and also profit to the Griffith Elevator Company to know that they can, without extra cost, elevate this corn on an incline of forty degrees for a distance of 100 feet, and discharge it in their sheller and on into their elevator, without being annoyed with drayage and the enormous cost of such haulage.

The elevator proper is 40x50 feet in size and is 79½ feet high from the basement to the comb. It is built entirely of cribbing on a brick and concrete foundation, and with a basement 16 feet high in the clear. Almost all of the nineteen bins are spouted directly to one conveyor, which discharges into a 2,000-bushel elevator. The same conveyor is used for unloading grain from the car on one side and from wagons on the other. The handling capacity of the elevator is 4,000 bushels per hour.

There is installed in this elevator the Johnson Grain Dryer, which also is a complete success. The grain does not have to be moved from the bins, but is thoroughly dried, ready for Southern shipment, while yet in the bin.

The Griffith Elevator Company is a local enterprise. The president, J. T. Griffith, is one of the most successful business men in Owensboro. He is president of the Owensboro Wagon Works also, one of the largest institutions of its kind in the United States; and is very extensively connected with many other successful business enterprises in his city. Henry Rothchild is the vice-president. He is located in Chicago. G. W. Robinson, manager of the company, has had years of experience in the elevator business, and is not only an expert inspector of grain, but is a very practical machinery man. It will be his business to see that the elevator is kept up to its high standard, both in quantity and quality of the work. Jas. Hill, the secretary, is a hustling business man, who has had considerable experience in the grain business, and is an all-around practical man, and a good judge of human nature.

With an elevator like the one above described, situated as it is in one of the best towns in the South, and with business ability back of it, together with large capital, there is no doubt of the company's being a complete success.

The Wisconsin Grain and Warehouse Commission reports 3,113 grain cars received at Superior in December, of which 802 were in leaking condition, to-wit: Grain door leaks, 459; end leaks, 278; side leaks, 113; corner leaks, 60; draw bar leaks, 35; bottom leaks, 15; cars reported "newly nailed," "patched" or "cleated" on ends or sides, 352; cars reported with leaks stuffed with "rags," "paper" or "waste," 6; cars showing depression in grain line, 5; reported in bad order on ends or sides, 4; reported as loads



PREMISES OF GRIFFITH ELEVATOR COMPANY ON OHIO RIVER, AT OWENSBOROUGH, KY.

has served in the capacity of treasurer without pay.

The second annual report showed that the company now covers risks valued at \$1,615,372.59, with assets of \$58,984. A 10 per cent dividend was declared.

The annual banquet was at the Brunswick, with 125 guests present. At the head table were the guests and speakers, including Alderman W. D. Cotton, Jr., representing Mayor Hibbard; Hon. Charles O. Bailey, secretary of the gypsy moth commission; ex-Representative Robert Luce, Dr. Austin Peters, chief of the cattle bureau; George S. Smith, of the Boston Merchants' Association; C. H. Farnsworth, vice-president of the Chamber of Commerce; Daniel G. Wing, William O. Blaney, James P. Gray and Dean K. W. Webster. President Frank A. Noyes introduced the speakers.

An Indiana miller writes to King & Co., Toledo: "Have been reading your talks on future trading. As millers, we believe legitimate boards of trade absolutely necessary. The trouble, in our opinion, is most traders look at the market like they do at politics; that is, once a Democrat, always a Democrat, or once a Republican, al-

ways a Republican. If bulls, and think market too high, they won't sell, but wait for a break to buy. If from Chicago, they generally sell; and when they find a man like Patten, if they cannot break him, they talk about changing inspection to admit off grades to prevent a corner. If you want to trade, be a sport; don't holler if you get on the wrong side. If you think wheat too high, sell it. We believe it is worth the money and will hold ours."

two points of dissimilar metals when pushed into a kernel of corn would establish an electric current with power to produce a current through the galvanometer dependent upon the amount of moisture in the kernel. Two points are taken, one copper and the other zinc, and are set in a rubber handle connecting them with a galvanometer by copper wires. The method of determination consists in taking kernels of corn with similar degrees of moisture, thrusting the electrodes of the machine through the kernel and reading the percentage of moisture from the exact graded scale of the galvanometer.

An interesting fact developed by Dr. Zeleny in his experiments with his new moisture meter is that the moisture curve shows a sudden and sharp bend at 15 per cent, which is the point where germination commences in grain. Showing that the liberation of ions has a connection with the germination process, the experiment opens a field for further research.

The price of broomcorn continues to rise, having advanced \$60 per ton in the last sixty days. And higher prices are still to be expected, \$200 per ton being predicted for March 1.

from wrecked cars, 1; showing evidence of having been repaired en route, 1; cars with no side doors, 9; cars with no end doors, 3; with side door nailed, 10. The seal record showed cars with no end seals, 176; cars with no side seals, 152; cars with seal broken, 14; cars with end door open, 15; cars with side door open, 31; cars with one hasp broken, 6.

EFFECT OF "REGULATION."

While the agitation for the regulation of the New York Stock Exchange is now on the carpet and bills for its suppression, or elimination, or restriction—the framers oftentimes are in doubt as to the meaning of their own bills—the following extract from a Paris despatch to the London Financial News is timely:

"The volume of transactions passing through the hands of the agents de change is slowly but steadily shrinking, and this diminution is entirely due to the immense and ever-increasing stock exchange business done outside the Bourse by the big credit establishments of France. * * * The conclusion is drawn that if some remedy is



G. W. ROBINSON,
Manager Griffith Elevator Co.

not soon found for this state of affairs the Bourse of Paris will cease to serve any useful purpose. The remedy is to be found in the relaxation of the stringent regulations which surround operators."

At this rate, says the Wall Street Summary, conditions in Paris will lead to a repetition of Germany's unfortunate experience with attempts to regulate speculation and its marts by drastic legislation. Maybe, then, France will repent, too. At all events, this double lesson is pertinent for stock exchange reformers in this country.

The trial began at St. Petersburg on February 2, of General Fredericks, former governor of Nizhni-Novgorod, on charges of complicity in the grain scandals that attended the distribution of famine relief in 1906. The general is accused of accepting a bribe of \$7,500 from a contractor for a big grain contract.

"The best interests of the entire country demand that the existing tariff duties on horses, hay and oats be abolished, and that they be imported into this country without restriction," is the text of an argument, coupled with a demand, to be presented to Congress by the National Team Owners' Association of Cincinnati, O.

[For the "American Elevator and Grain Trade."] A LARGE EXCHANGE'S PUBLICITY.

BY L. C. BREED.

Every large trading exchange should issue a Bulletin at least once a month—oftener would be preferable. If advertising patronage was liberal or the publication was a subscription affair, or both were adopted, it would, of course, be warranted to make the publication more frequent.

The object of the Bulletin is to provide a medium of communication between the members, the board of directors to appoint a committee to take charge of the matter, who should employ



J. T. GRIFFITH,
President Griffith Elevator Co.

a competent man to look after editing, soliciting, advertising and the circulation.

It is easier to get a member of an exchange to read, at a convenient opportunity, a printed communication, than to induce him to attend a called meeting. If a member thinks he sees a way in which an old practice can be improved or a new one introduced, a bulletin would afford him the means of reaching his fellow members, and in turn of enabling them to express their opinions concerning the merits of his suggestion.

The tendency of a large organization is to get into a rut. The rut grows deeper each year, and it becomes increasingly difficult to bring about a change. Since conditions change in the course of years, customs must be adapted to changed conditions. If these inevitable changes can be foreseen and the course of the Exchange altered, so much the better for its members.

In speaking of this plan to a member of a large exchange, he said he would be glad to see it adopted, if no better idea for stimulating interest and increasing the business of the exchange could be suggested. The writer replied that it would not be, in his opinion, possible to propose a superior plan, for the reason that this one provided a means for bringing a proposition before the members for their consideration, and enabled them to comment upon it. Both the consideration of the plan and their comments regarding the same could thus be taken up when their minds were free of other matters. By this means every member of the exchange could be reached and a larger number interested than would be possible at a called meeting.

It is likely that the expense of the Bulletin could be met by receipts for advertising and the publication furnished free to the members.

The Commercial Club of Franklin, Ind., on January 18 gave a banquet in honor of the twelve Johnson County corn growers who won so many prizes, including the world's sweepstakes, at the International Corn Show at Omaha. One hundred and twenty-five plates were laid and President E. B. Bryan, of Franklin College presided.

Charles Downing and Mason Niblack of the State Board of Agriculture, Prof. George Christie of Purdue, Dr. P. J. Walters of Indianapolis, Representative L. B. Clore and W. W. Aikens of Franklin were on the toast list.

FOR MORE OATS.

During the progress of the "Short Course" at Ames, Iowa, attended by about 400 farmers, an organization was formed, called the Iowa Small Grain Growers' Association. The aims of the organization are:

1. To put the farmers of Iowa in touch with places from which they can get a good quality of seed oats and other small grains, grasses and clovers.

2. To induce some of the careful farmers in the different parts of Iowa to try small areas of excellent varieties of oats from different parts of United States and Canada.

3. To disseminate teaching regarding planting and handling of small grains.

4. To induce the small grain growers of Iowa to maintain breeding blocks for the improvement of small grains in an effort to do for oats, wheat and barley what the Iowa Corn Growers' Association has done for corn.

5. To maintain a directory with the secretary, of the names of men who have oats and other small



JAMES HILL,
Secretary Griffith Elevator Co.

grains for sale, so that the enquiries of farmers may be intelligently and carefully answered.

The officers elected for 1909 are: President, Meritt Greene, Jr., Marshalltown; vice-president, Fred McCulloch, Hartwick; treasurer, L. C. Burnett, Ames; secretary, H. G. Bell, Ames. Messrs. Greene and McCulloch are young farmers who have made a specialty of good seed oats and wheat. Mr. Burnett is plant breeder at the Iowa Experiment Station, at Ames, while Mr. Bell is assistant professor of farm crops at Iowa State College of Agriculture, Ames. He has had extensive experience with small grains in Ontario, Can., and was coach of the winning team which carried off the trophies at the recent National Corn Exhibition.

The organization starts out under the best of auspices, and calls upon all Iowa farmers who are interested in growing better oats and other small grain to give it their support.

Grain men have petitioned the Mexican government for free admission of grain elevator machinery.

Rice growers in Louisiana are utilizing their low-grade rice as feed instead of corn and the commercial feedstuffs.

SEVENTH ANNUAL MEETING INDIANA ASSOCIATION.

A large number of Indiana dealers attended the seventh annual meeting of their state Association, which convened at the Indianapolis Board of Trade Building on January 19 and 20, 1908.

PRESIDENT'S ADDRESS.

President P. E. Goodrich of Winchester called the first session to order at 11 a. m., Tuesday, the 19th, and after calling Vice-President W. B. Foresman of Lafayette to the chair read his annual address, as follows:

It is with pleasure I submit my report as your president for the past year. You will not find in it anything startling or recommendations out of the ordinary. The year has been a very quiet one in all branches of trade, and especially has this been true in the business in which we are all so vitally interested. While the crops have been light, yet the aggregate of corn, wheat, oats and seeds handled has made the year about an average one. The wheat crop was one of the best in both yield and quality of any for the past decade, and those who handled it as an article of merchandise and not as a speculative commodity did a very profitable business, little or no trouble being experienced on account of grades at practically all terminal markets, the most notable exception being, as far as we have learned from our members, that of New York city. The complaints of this market were many and the criticism in some instances very severe.

As an example of the inspection in the different markets to which one Indiana firm shipped we give the following percentages, perfect grading being denoted by 100 per cent, and using No. 2 Red Soft Winter Wheat as a basis, the following results were obtained: Grand Rapids, Mich., 100 per cent; Toledo, 100 per cent; Baltimore, 80 per cent; Cincinnati, 90 per cent; Noblesville, Ind., 100 per cent; Newport News, 100 per cent; Louisville, 100 per cent; New York city, 60 per cent.

From another Indiana shipper we get the following: Toledo, 100 per cent; Cincinnati, 100 per cent; Philadelphia, 100 per cent; Baltimore, 100 per cent; Louisville, 100 per cent; Atlanta, Ga., 100 per cent; New York, 62 per cent.

From a third Indiana shipper we have these figures as to the percentage of wheat shipped by them grading No. 2 Red: Chicago, 80 per cent; Toledo, 100 per cent; Louisville, 90 per cent; New York, 60 per cent.

National Inspection.—The three firms cited are from different parts of our state, Louisville, Ky., Grand Rapids, Mich., Atlanta, Ga., and Noblesville, Ind., all being milling towns, the wheat going to these markets was sold direct to the mills. It will be noticed that New York falls far below all others. The only explanation I have heard offered is that the New York exporters would not accept as No. 2 Red wheat containing any perceptible amount of broken grains. In my humble opinion the other five markets were nearer right than the one whose inspection was so rigid. Were we operating under Government inspection, no such wide difference could have occurred, as all Atlantic Coast markets at least would have been operating under the same rules with the same interpretation of them. Rules for grading grain and uniform phraseology are all right in theory and undoubtedly desirable, but I do not believe they ever will be of a farthing's benefit to the grain shippers of our state until there is some government action compelling their use. Personally, I have not that fear of political inspection that appears to worry those who now enjoy an inspection of their own creation. I would like to ask, if our Government is competent to inspect the beef, pork and mutton we eat, why it is not capable of inspecting the corn, wheat and oats consumed in the East and South, or forwarded to Europe and the Orient through our great seaboard markets. It does appear to me that the same power that stamps the meat we eat as being palatable and free from taint is capable of inspecting the corn and oats to be fed to horses, cattle, etc., in the consuming centers of our country. Is it not fair to presume that Uncle Sam's O. K. on a cargo of corn would be just as valuable to that cargo as it is to the meats shipped from the packing centers of the country? The Government inspection of meats has been worth millions to the producers, handlers and packers of meats of our country; and I am firmly of the opinion that Government inspection intelligently handled, as it would be under civil service rules, would benefit all who now handle grain. The views just expressed are my own personal opinion and not binding on this Association; neither do I ask it to endorse them. Indeed, I would suggest that inasmuch as the Grain Dealers' National Association has adopted uniform grades and under the leadership of our honored fellow member, Mr. A. E. Reynolds, is urging all markets in the country to adopt these rules and give them a fair trial, this Association recommend to its members that, wherever practical to do so, they refuse to consign or to sell grain to any market that refuses to adopt the rules and put them into effect at the time fixed by the National Association. Our state Association has on three separate occasions gone on record in no uncertain terms in favor of Federal inspection, and I am very sure we should not recede from that position now; but I do believe we can afford to wait until the National Association has exhausted its resources to accomplish something along the lines they are now working on. Give the new rules a fair chance; then if the conditions are

not changed, use our utmost endeavors to secure government inspection.

Routine.—During the past year I have had little actual work to perform. We have had but three meetings of the board of managers, and I have been called upon to attend but two district meetings outside of the Muncie district, one of these being at Fort Wayne, where there was a good attendance and an aggravating case of scoop shoveling eliminated. In October last Secretary Dillen arranged a meeting for Plymouth and all neighboring dealers were invited. A good attendance was had and much interest shown, with the result that a strong District Association was formed; it was my privilege to attend this meeting and assist in its organization.

Legislation.—Now that the state Legislature is in session, I have two recommendations I would like to make—first, that a legislative committee of three or five be appointed to keep in close touch with the Assembly and look after our interests. In addition to these duties I suggest that they be instructed to draft a bill amending the grain tester law, so that a grain buyer or miller can lawfully use a tester of any size he sees fit, so long as it is the Winchester Standard, whether a bushel, half-bushel, or fraction thereof. The law compelling the use of the half-bushel is an unjust one and is evaded by fully half the millers and grain dealers of the state. It is an indisputable fact that wheat tested in the half-bushel and registering 59 pounds and retested in a quart tester will not test more than 57 to 57½ pounds. Could the state compel all to use the tester as prescribed by law, all would be well, but they cannot do that, as the great bulk of our wheat goes out of the state and the party inspecting it is not amenable to our laws. Indeed, I doubt if there are ten millers in this state operating a mill of 150 barrels or larger capacity that uses



WILLIAM B. FORESMAN,
President Indiana Grain Dealers' Association.

the half-bushel measure in testing wheat. I would also suggest that this committee, if possible, secure the repeal or modification of the law fixing 68 pounds as the bushel of ear corn after December 1. For the past ten years there has not been to exceed three years when this law was just to the shippers of grain. The law should be, I think, modified so as to conform to the bushel as fixed by the neighboring states. With a little effort on the part of our members we feel sure both the above laws can be changed so as to be fair to everyone.

We are here representing the greatest industry within our state, that of farming. The farmer pays the freight and any law that oppresses the grain buyer oppresses the farmers also, as in buying grain all charges are totaled, and whatever is left is paid to the farmer as his share in the transaction. We are asking for nothing but our own. We ask no special favors of lawmakers, railroads or anyone else. Give us a square deal and we will be found trying to make a living.

Secretary.—At our midsummer meeting our secretary, Mr. J. M. Brafford, who had so long and ably served this Association as its secretary, placed in my hands his resignation. I was loath to accept it and insisted on his keeping his place until this meeting. This he consented to do, and I thought the matter settled until the expiration of my term as president at least; but in September last he again asked to be relieved on account of his private business needing his entire attention. I immediately called a meeting of the board of managers and Mr. Brafford's resignation was accepted, to take effect October 1, and Mr. M. T. Dillen was elected to fill the unexpired term. I would be ungrateful, indeed, if I did not in this public manner acknowledge the splendid services of both Mr. Brafford and Mr. Dillen in so ably performing the duties of the secretary's office and in addition doing a large share of the labor performed by the executive. These gentlemen have served us faithfully and are entitled to the credit of any good accomplished.

It appears that regardless of all efforts to increase our membership it is now about as large as we can hope to make it. To keep an efficient secretary it is necessary to pay him well. In the past we have not been able to pay as large a salary as the services rendered were worth, neither does it appear practicable to increase our annual dues, so we must practice every economy in the management of the state Association in order that we may be able to employ a capable secretary and demand all his time. I would recommend that we change section 1 of article 11 of the by-laws to read as follows:

"This Association shall pay the traveling and hotel expenses of the president and members of the board of managers when called in special session, but no expenses be paid for attending the regular meetings held at the same time that the annual and semi-annual meetings of the state Association are held. The Association shall pay the traveling and hotel expenses of the secretary when engaged in Association work and attending the annual meetings of the Grain Dealers' National Association."

I am sure that we have more than enough members who will be glad to serve as our officers on these terms. We should be in a position to demand all the time of our secretary and keep him in the field practically every working day of the year, strengthening the old Associations and organizing new ones. In our anxiety to increase our membership we must not forget that "In union there is strength," but no chain can be stronger than the weakest link in it. We should not accept any firm that has not a good reputation. No shipper should be admitted to or retained in our membership who plugs a car of grain or lays down on a contract when the market goes against him. Neither is this the place for a receiver who renders false returns either in weight or increased dockage on off-grade grain. Both practices are wrong; in fact, they are as dishonest as though the guilty parties broke into your elevator at the midnight hour and stole an equal amount of grain. If our Association is to grow, and I am sure it is, it should be the policy of this Association to promptly expel a member committing a wrong of this character, whether he be an obscure country shipper or a wealthy receiver.

Thanking you individually for your kindly consideration and co-operation during the past year, and assuring you of my faith in the future of this Association, it being the only organization that can or will look after your interests, I beg to remain, yours for the success of the trade.

J. M. Brafford moved that the report be accepted and the recommendations contained therein be referred to the committee on resolutions. The motion carried.

SECRETARY'S REPORT.

Secretary M. T. Dillen made his annual report, as follows:

Mr. President and Grain Dealers:—Your secretary begs leave to submit the seventh annual report of the Indiana Grain Dealers' Association for the year ending December 1, 1908.

Your secretary entered upon the duties of the office on October 1, 1908, after qualifying as successor to J. M. Brafford, resigned, who transferred to the present incumbent the property and funds of the Association, including the sum of \$718.92, which amount was received and transferred to Bert A. Boyd, treasurer.

The Association, in completing its seventh year, is to be congratulated on the increased membership and greater harmony among its members. The membership of the Association is as follows: Shippers, 265; receivers, 29; special or honorary members, 2. Total, 296, representing over a thousand elevators. (Since October 1, 1908, two members have withdrawn.)

Local Meetings.—Since assuming the duties of the office your secretary has made about twenty-five personal calls on members and was present at about twenty local meetings. Mr. Brafford reports, while he was serving as secretary of the Association from January 1 to October 1, 1908, attending over 100 local meetings and making over one hundred personal calls on members. We will also have Mr. Brafford's special report on his trip to Washington in reference to Federal inspection.

On October 20, with the assistance of President Goodrich, we organized a new local, known as the Plymouth Association, with a membership at present of fourteen, and interest still increasing. I have also reorganized one local association that had about disbanded. Since October 1 we have secured sixteen new members to our state Association. We have seven locals, the majority of which are doing good work.

We find there is more harmony and more benefit to the shippers in the localities where the locals meet regularly, whether there is much grain moving or not. The different locals are the mainstays to keep up our state Association. We hope you will all make an extra effort to attend all the meetings.

Arbitration.—Since our last annual meeting there has been one arbitration case, and one firm, a member of the Association, suspended for refusing to arbitrate with another member of the Association.

The condition of the trade over the state is in fairly good shape, considering the small amount of grain moving. The corn is of good quality but short in quantity, and what there is the farmers are inclined to hold.

Of over 800 grain dealers in the state only about one-third are members in good standing of our state Association, which is too small a per cent. We earnestly hope every member of the Association will try and induce his neighbor to join us.

Mr. Brafford, who appeared before the Senate

Committee at Washington in the fall on the subject of Federal inspection, was asked to give a report on the hearing.

Mr. Brafford stated that Mr. Charles Bash, who was appointed a delegate with himself to testify before the committee, was unable to go, so he went alone. Senator Dolliver of Iowa presided over the Senate committee; and the matter could be summed up in stating that a number of western shippers testified in favor of Federal inspection, while several eastern receivers and exporters had testified against it.

Treasurer Bert A. Boyd, Indianapolis, made his report, as follows:

Cash on hand January 1, 1908.....	\$ 31.54
Receipts during the year.....	3,967.52
Total	\$3,999.06
Disbursements—Warrants Nos. 644 to 804, inclusive, paid during year.....	3,881.78
Balance on hand December 31, 1908.....	\$ 117.28
January 1, 1909, to balance cash on hand..	\$ 117.28
January 18, to deposits to date.....	806.50
Total.....	\$ 923.78
Disbursements since January 1, 1909.....	56.25
Leaving actual balance cash in hands of treasurer at close of business January 18, 1909	\$ 867.53

On motion the report was referred to the Auditing Committee, consisting of Fred Kennedy, R. A. Kuhn, A. F. Files.

President Goodrich appointed the following committees:

Nominations—E. E. Elliott, Chas. Patten, J. W. Witt, David Anderson, J. R. Guild.

Resolutions—C. B. Riley, A. B. Cohee, Robert Bell, Thos. Ryan, Jas. Wellington.

INTEREST ON DRAFTS.

Chairman C. B. Riley made his report on "Passing of Ownership and Charging Interest on Drafts Drawn on Grain." The report follows:

The principal question with which we are expected to deal is, When does the legal title to grain pass under the different forms of contracts in use among the buyers and sellers of track grain?

Upon an examination of many bids that constitute the basis of contracts, we find a great diversity in the phraseology, but when properly analyzed and construed they differ but little in their effect.

Sales of grain f. o. b. sellers' track, subject to inspection and weights in terminal markets or in cities named in the contracts or bids, leave the burden upon the seller to have same inspected and weighed in such markets or cities, and until that has been accomplished the legal title remains in him, as his contract cannot be fully executed until such inspection and weighing has been accomplished. One authority on that subject says: "That where anything remains to be done to the goods for the purpose of ascertaining the value, as by weighing, measuring or testing the goods, etc., the performance of that thing is a condition precedent to the transfer of the title of property, thus stating the rule, not as one of presumption, but as an absolute rule."

As a general rule the risk of loss attaches to the ownership of the goods, and unless otherwise agreed it remains at the sellers' risk until the property is transferred to the buyer; so that if it is destroyed or injured before the transfer is complete the seller cannot recover from the buyer.

Although property does not pass until the character and quality of the goods have been ascertained, it does not necessarily follow that because they have been ascertained the property unconditionally passes. The transfer of the property in such cases depends on the intention of the parties, and it is not only necessary that quality, etc., be ascertained, but also necessary that it be appropriated to the contract with the intention of passing the property. Such an appropriation, in order to pass the property, can take place only by the assent of both parties, but such assent may be implied as well as expressed.

The commonest form of appropriation, by the act of the seller, is the delivery of the goods to a carrier as agent for the buyer for transmission to him; however, this right to make the expropriation springs from the authority to deliver to the carrier as agent for the buyer, which authority must either be expressed in the contract or implied from the course of trade.

If the seller is to deliver the goods to the buyer at the place of destination, unless a different intention appears, delivery to the carrier is not delivery to it as agent of the buyer but as agent of the seller, and hence does not pass the property. This rule applied to both f. o. b. and delivery sales, provided the f. o. b. sales require inspection, weighing or other things to be performed at destination as conditions precedent to the delivery and appropriation.

When goods are shipped and by the bill of lading the same are deliverable to the order of the seller or of his agent, prima facie the seller reserves the

property in the goods. The fact that the seller takes the bill of lading to his own order is almost decisive as to his intention to reserve the property or title. If by the bill of lading the goods are deliverable to the order of the buyer or his agent, prima facie the property passes; but even in this case, if the seller retains the possession of the bill of lading he might have the right to possession of the goods as against the buyer. If, however, the goods are deliverable to the buyer, and not his order, a somewhat different question is presented. Under such conditions the carrier would be justified in delivering the goods to the consignee without requiring the production of the bill of lading.

When the seller takes a bill of lading to his own order he thereby reserves the property in the goods, as previously stated, and the buyer acquires no interest in them, notwithstanding their appropriation to the contract. However, a different situation arises if the seller deals with the bill of lading only to secure the price, and not with the intention of reserving the right of withdrawing the goods from the contract, as when he sends the bill of lading together with a draft, or bill of exchange, drawn on the buyer for the price, to an agent with instructions to deliver the bill of lading on acceptance or payment of the draft or bill of exchange. In such case the property does not pass to the buyer until acceptance or payment of the draft or tender of the price, but upon such acceptance or payment the property will vest in the buyer. The seller thus retains the legal title to the goods only as security, the equitable title vesting in the buyer, the seller's right over the goods being in the nature of a mortgage.

Most frequently, when the seller wishes to secure the price, he draws on the buyer for the amount and obtains a discount of the draft from his banker,



SECRETARY M. T. DILLEN.

to whom he delivers it with the indorsed bill of lading attached. Under these circumstances the banker acquires a special property in the goods to secure his advances and the property does not pass to the buyer until acceptance or payment of the bill or tender of the price.

In some cases it has been held that a banker who purchases a draft with the bill of lading attached assumes the obligation of the seller to deliver according to the contract the goods represented by the bill of lading, but it is believed and has recently been held that this doctrine is erroneous. On the principle that the assignee of the bill of lading and the draft takes the title of the seller only as security and acquires substantially the rights of a mortgagee, his interest being discharged by payment of the debt, he becomes subject to no liability to the buyer which he does not expressly assume.

When the buyer of goods is, or becomes, insolvent, the unpaid seller who has parted with the possession of the goods has the right of stopping them in transit; that is to say, he may resume possession of the goods at any time while they are in transit, and he will then become entitled to the same rights in regard to the goods as he would have if he had not parted with the possession. This right of stoppage in transit may be exercised by an agent of the seller to whom the bill of lading has been indorsed, or a consignee or agent who has himself paid, or is directly responsible for, the price, or any other person who is in the position of a seller.

There is another class of contracts in use in some localities, particularly with buyers who cultivate what is known as the "Interior Trade." Such contracts are based on bids f. o. b. seller's track, weights and grades guaranteed.

Proceeding on the theory that the guarantee is a collateral contract, and finding some authority for such conclusions, we quote therefrom as follows: "When specific goods have been sold, with a warranty, the buyer cannot reject them, but may obtain compensation by way of deduction from the price (if same is still in his hands) or by an independent or cross action."

When by the nature of the transaction the guarantee is a collateral contract, it falls under the pro-

visions of this rule, and the title passes from seller to buyer immediately upon the delivery of the goods to and acceptance by the carrier, who is then the agent of the buyer and not the agent of the seller. Loss or damage in transit or failure to deliver falls to the buyer to ascertain and settle with the carrier, or other party, responsible for such delinquency or loss, since the seller performed his part of the contract by placing the goods in possession of the carrier in proper form and condition for transportation.

If the goods fail to arrive in quantity or condition guaranteed, the buyer is charged with the duty of ascertaining the facts and establishing the further fact that he and his agent, the carrier and those that follow them, are not at fault; after it is found that no fault attaches to the carrier, the buyer or others for and on their behalf, the buyer then has a right to proceed against the seller on account of his guarantee. This he can do by deducting the correct amount, in a proper manner and under proper conditions, from the proceeds of the transaction yet in his hands, or by an independent action for breach of warranty. Pending all this the legal title is in the buyer.

Proper trade rules now in force in different markets, when referred to and made a part of the contracts between buyer and seller, may remove many of the legal features that would otherwise govern transactions, but not always such as relate to the passage of the legal title.

Believing it within the province of this paper to suggest the importance of the universal adoption of proper trade rules covering the numerous phases of this subject, we urge the accomplishment of such purpose at the earliest possible date, and that the same provide for the question of interest and when it shall begin on account of advances made on purchases or consignments. In the absence of such rules the same must be governed by contract or by the question of legal title. Some markets have already settled by rules the question of interest, likewise the question of the passage of title, in so far as it affects transactions in such markets; other markets have provided for one and not the other; and perhaps others have provided for neither. So there must of necessity be much confusion and some serious complications growing out of existing conditions and lack of uniformity of rules and practices.

There is another phase of this general subject of passage of title worthy of serious consideration, and it cannot be governed or provided for by trade rules or usages—that is the question of insurance. We may be permitted to incorporate in this paper some suggestions obtained from one of our conservative insurance men, who has given the matter much thought, and being especially familiar with grain insurance contracts I feel certain you will be interested in that subject as outlined by Mr. C. A. McCotter:

"Fire insurance does not, as commonly supposed, insure specific property. It is an agreement to indemnify the assured, under the policy, for a financial loss from fire, sustained by the property described and in the location prescribed. The liability of the insurance company is based upon the question of ownership and insurable interest in the property insured.

"This question of insuring only a certain interest or ownership is so definite that any change therein, without the knowledge and consent of the insurance company, voids the policy. For instance, in co-partnership the sale of an interest by one partner to a third party, or even to the remaining partner or partners, technically voids the entire insurance. Hence it is very necessary in a sale of grain to know when the title passes according to law and the conditions of the insurance contract.

"An insurance policy issued to John Doe, reciting that it is insuring grain in a certain elevator, covers only the grain owned by John Doe in the elevator described and does not cover grain outside the elevator in cars or otherwise stored. Such a policy does not even protect grain stored by farmers in the elevator, nor grain sold but not delivered.

"A proper policy protects John Doe 'On grain, in a designated place, his own or held in storage or sold but not delivered,' for which he may be liable, and in cars within certain limits prescribed in the policy. While the policy can be made to fully protect John Doe from any loss that could be held against him, it is necessary that he have an insurable interest, and that the loss belongs to the insurance company and not to someone else.

"Unless the railroads can by contract, in leases, in bills of lading, etc., limit their liability for losses as common carriers, they are liable to someone from the time the shipment is accepted by their agent; and this assumption of liability is complete whether the billing is to the consignor, his order, or his order notify, or to a consignee, and whether the B/L has been endorsed to a second or third party or not.

"The liability of the insurance company ceases with the acceptance of the shipment by the carrier, which is usually concluded by the issue of the bill of lading.

"The liability of the insurance company also ceases when the grain is transferred from the place of storage designated in the policy to cars for shipment or other purposes, unless the policy states that it covers same in cars. If it covers the grain in cars, then it ceases when the title passes from the assured to the purchaser, or when the liability for loss is transferred to and assumed by the railroad.

"For the sake of a full protection from a fire loss by the assured it would seem necessary that the legal conditions of the policy, the actual ownership and legal interest in the grain, be fully understood. What might be a custom in the grain trade as to passage of title or interest does not necessarily fix the legal status of the parties to a fire insurance contract."

TUESDAY AFTERNOON

Immediately following the call to order by President Goodrich on Tuesday afternoon, A. E. Reynolds, president of the Grain Dealers' National Association, made an address on "What the National Association Is Doing for the Country Shipper." Among the points at issue enumerated by Mr. Reynolds was the present bill of lading, which he said was a thousand times better than the one proposed by the railroads. The new uniform bill was largely the growth of the National Association in its efforts with the railroads. Uniform grading of grain would also help the country shipper, and this had been promoted almost wholly by the National organization.

Mr. Reynolds' address was roundly applauded at the close; and following him Maurice Niezer of Monroeville, Ind., president of the National Hay Association, was brought forward and introduced. Mr. Niezer complimented the Indiana dealers on their strong working organization and on what they were doing for the grain trade.

Secretaries of local associations made their reports, which were invariably to the effect that local affairs were in a flourishing condition.

THE UNIFORM BILL OF LADING.

H. E. Kinney of Indianapolis read the following paper on "Objections to the new uniform bill of lading from the grain dealer's standpoint:"

The subject is one that gives wide latitude and a heap of fruit for thought. The document seems to be open to a new construction by every railroad attorney or freight official, and the Interstate Commission has not interpreted it and will not likely do so until specific cases are brought out. This brings to my mind the first objection. Mr. Daish very ably defines this objection—dividing the bill into sections—as follows:

"The reason for this objection is that in the interpretation of such a document as the B/L the entire document must be considered. If the document be divided into sections, the relation which each section bears to the other must of necessity be different than the relation which would subsist between numbered conditions. The usual rules of interpretation bear out this statement. If sections be used there must be a break in the interpretation, for, before the entire document should be interpreted as a whole there must fall within the rules of interpretation usually stated the fact that the section must be first interpreted; in other words, the relation which sections bear to each other is not as close as the relation which conditions bear to each other."

The uncertainty of what may be expected from railroad officials' interpretation before and after is a fact. The great railroad lawyers informed us at the Interstate Commerce hearing in 1907 that the provision in the paragraph covering the order feature would in no way interfere with regularly established inspection boards. Now the traffic officials come forward with an entirely new version and claim there is no inspection authorized by law from their point of view, and nullify that provision entirely. The clause covering notice to consignees is as follows:

"For loss, damage or delay caused by fire occurring after 48 hours (exclusive of legal holidays) after notice of the arrival of property at destination or at point of export (if intended for export) has been duly sent or given," etc.

"Duly sent" means nothing unless the method is properly defined and established in a reliable way so as to guarantee the consignee against neglect or loss of such notice by messengers of the carriers who usually handle such matters. We think the burden should be on the carrier to show such notice had actually been given before it is so relieved.

I believe that the carrier should be liable for loss, damage or delay in the transportation of property when, as often occurs in the shipment of grain, the tariffs specifically provide that grain consigned to certain markets may be held at certain junction points, or is to be stopped at certain weighing or inspection stations. Such stoppages are customs of the trade; often in such instances there is a "stoppage" charge; and we think where the tariff so provides for stopping the shipment the carrier should assume the duties and obligations of carrier at such time and not that of warehouseman.

In section 3 the words "reasonable despatch" are ambiguous. They really mean nothing when grain shipments are involved.

Grain, being in a way perishable, demands a more definite provision. What might be entirely reasonable for pig iron would not meet the grain shippers' needs, and I am sure a required movement of one hundred miles per day would not be unreasonable.

In the second paragraph of this section we object to the measure of damage when loss occurs. The measure should be the actual value at the time the loss is discovered, together with such consequential damages as arise from failure to meet contracts by reason of such damage. Grain moving might be against old contracts, and the loss to the shipper would be exactly what it cost to replace the property, and he should be entitled to recover accordingly. This would be fair to all and would avoid

complications where shipments are consigned for sale on arrival or at future time. "The basis of invoice" could not obtain on such consignments.

In paragraph No. 3 is a requirement that all claims for loss or damage be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery, or four months after a reasonable time for delivery. This leaves a wide opportunity for disagreement. "Reasonable despatch" and "reasonable time after delivery should have been made" offer a great opening for discussion.

The most unreasonable and unjust clause to my mind in the whole bill is this: "Unless claims are so made, the carrier shall not be liable." Such a provision, as it appears in the document, would serve the purpose of a statute of limitations; and if by accident or mishap a day or so beyond the time stipulated elapses, such fact might in any jurisdiction be successfully pleaded as a complete bar to an action brought for the loss of or damage to the property. We are sure this provision conflicts with the Interstate Commerce Law which provides:

"That any common carrier, railroad or transportation company receiving property for transportation from a point in one state to a point in another state, shall issue a receipt or bill of lading therefor and shall be liable to the lawful holder thereof for any loss, damage or injury to such property caused by it or by any common carrier, railroad or transportation company to which such property may be delivered, or over whose line or lines such property may pass, and no contracts, receipt, rule, or regulation shall exempt such common carrier, railroad or transportation company from the liability hereby imposed."

Section No. 4 provides that all property be subject to necessary cooerage and baling at owners' cost. In view of what has happened regarding inspection, we may yet be confronted with "car cooeping" as a cost to the grain owner. Such an emergency has been discussed on different occasions.

This condition in section 1, "No carrier shall be liable for any loss caused by natural shrinkage or discrepancies in elevator weights," I have left to the last, and dwell upon it more than the others, as I think it deserves careful thought. This clause is at variance with the provision of law before quoted, and carrying, as it does now, the sanction of the Interstate Commerce Commission, may not be lightly dismissed. The freight claim agents acting under this clause are now writing to claimants as follows: "Under recent instructions from the Trunk Line Association we are not permitted to allow any claim for loss of grain unless it is proved that the loss occurred in carrier's possession, account of being transferred, defective seal record, etc."

Here is no provision whatever for the chief causes of shortage, viz., improperly cooeped and leaky cars which may be crippled and patched up en route without transfer, and therefore, as they claim, without liability.

"Natural shrinkage" covers a multitude of sins which the receiver of grain is obliged to shoulder. It might be more appropriately termed "ordinary leakage," since the percentage of shrinkage of merchantable grain is exceedingly slight, as may be shown by the outturn of lake vessels, canal boats and harbor lighters engaged in grain carrying; indeed it is more than probable that three-fourths of the $\frac{1}{4}$ of 1 per cent which has come to be claimed by the carriers as a full allowance for so-called "natural shrinkage" represents actual leakage and loss in handling.

Now for a more important matter—discrepancies in elevator weights: This expression may mean, and can be construed to mean, differences in elevator weights as taken at the point of shipment and point of arrival, which would simply release the carrier from liability for any shortage whatever. When it is borne in mind that the carrier seals and unseals the cars, and that, unless he chooses to delegate it, the entire matter of weights is under his control, the equity of releasing the carrier from liability for correctness of said weights does not appear, and such release will naturally work to the making of excessive shortages, because a greater proportion of the shortages suffered by the grain trade are undoubtedly due to leaky cars—cars not properly cooeped for carrying grain.

In the past year the economies of the railroads in this particular item have had a noticeable and natural effect in increasing the shortages throughout the entire grain territory. It is a matter of natural inference that the railroads, being released from liability, will probably relieve themselves from the expense of careful cooeping and that leakage losses will become more excessive.

In conclusion, we wish to refer to one other point—actual short shipments at the original shipping point: The matter of weights here as elsewhere is in the hands of the railroads, unless they choose to delegate it to others, in which case the carrier is sufficiently satisfied of the correctness of the weights to seal the car and issue a bill of lading against the contents, which bill of lading becomes a negotiable instrument against which drafts are made and money loaned. If the carrier is to be allowed to escape all liability by merely claiming that the seals were intact and no cause for loss en route is apparent, is not this tantamount to allowing the carrier to change the value of a negotiable instrument after its execution; and would it not put a premium on short shipments, through carelessness or otherwise, and prejudice the value of rail grain bills of lading as collateral?

The receiver of grain must accept at its face value a bill of lading issued by a common carrier, and in so doing he must rely, and does rely, upon its integrity, based upon the requirements of the interstate commerce act, in its application to the keeping of true records.

John F. Courcier, secretary of the Grain Deal-

ers' National Association, spoke briefly on National Association work. He said:

I want to call your attention to two or three matters instituted by country shippers. There has gone abroad an impression that the National Association is composed of and run in the interests of terminal dealers. There never could have been a more erroneous impression, for the principal work of the Association is in behalf of the country shippers. But you must remember you cannot draw the line too closely between buyer and seller, because very often the buyer in the terminal market becomes a seller, and the purchaser of grain at the seaboard becomes both buyer and seller.

Upon the third day of October, 1902, the Grain Dealers' National Association adopted a set of trade rules. They were amended October 8, 1903; revised January 1, 1906, and have not been changed since that time. They have been adopted by many state associations. The last Committee on Trade Rules instructed the secretary to print the Rules. Some were framed by grain dealers and sent out to their customers. We have them for framing or in the leaflet or vest pocket form, and will be glad to furnish them to any state association in any quantity needed, express or postage paid.

We have the confirmation blank adopted at the Cincinnati meeting and we have not heard a single objection that we have not been able to explain away. I think when the day comes that every dealer will transact his business according to the Trade Rules, and confirm his sales with our Confirmation Blank, and sell his grain under the provisions of the Uniform Grades of Grain, and submit trade differences to an arbitration board composed of our own fellows, that 90 per cent of the troubles will be taken care of.

E. H. Culver, chief grain inspector at Toledo, spoke about the importance of complying with the ruling made by Chairman Knapp that the bill of lading must be marked, "Inspection Allowed."

Mr. Culver also showed samples of wheat which had been coming from the bins of Indiana farmers, and said that for the past two months wheat had been coming in partly mow burned and full of weevil and musty. He read the following, showing percentage of different grades of grain shipped from Indiana to Toledo last year:

The total percentage of contract wheat shipped from Indiana to Toledo last year was 80.9 per cent; 3 Red, 1.8 per cent; 4 Red, 1.6 per cent; sample, 15.7 per cent.

Sixty-three per cent of the corn shipped from Indiana to Toledo last year was contract; no No. 3; 4 corn, 24.5 per cent; sample, 12.5 per cent.

Seventy-two per cent of the oats graded contract; 3 white, 13.7 per cent; 4 white, 6.3 per cent; sample, 8.4 per cent.

Seventy-nine per cent of the rye was contract; 3 rye, 3 per cent; 4 rye, 5.5 per cent; sample, 12 per cent. The large percentage of sample wheat has all come out within the last two months.

H. E. Kinney said, concerning the rule governing inspection at Indianapolis, that if the shipper would write instructions on each separate car it could be opened and inspected—there can be no blanket instructions, as in that case the railroads would not permit inspection of the grain.

J. A. A. Geidel said that at Pittsburg the Pennsylvania Railroad Company had sent out notice that if shippers send written orders to members of the Grain and Flour Exchange, the railroad company would recognize blanket inspection.

The Pittsburg Exchange has sent out return postal cards asking for shipments upon this basis

WEDNESDAY MORNING.

President Goodrich called the last session to order at 10 a. m.; and after Fred Kennedy had made his report on the Shelbyville Local Association, the secretary read a letter from John Dennis of Baltimore, who was on the program for an address on the subject, "Resolved, That this Association is opposed to scalage or dockage as practiced by railroad terminal receivers." The letter stated that the legal counsel of the Chamber of Commerce had forbidden any member of the Baltimore Chamber of Commerce discussing the question of scalage or dockage until the Interstate Commerce Commission had rendered its decision.

M. L. Conley said that all that Indiana shippers wanted was that Baltimore receivers pay them for the grain shipped.

President Goodrich suggested that the matter be taken up by resolution.

RESOLUTIONS.

Chairman Riley read the report of the committee on resolutions, as follows:

Your committee on resolutions desires to report that it has considered all matters presented to it,

and especially the reports of the officers presented at this session.

We commend to favorable consideration the report of the president upon the matter of the investigation of grades and the relative per cents thereof that obtained in the different markets, believing the same worthy of further investigation and consideration by the officers of this Association, to the end that the entire membership may know and fully understand the methods of each market and the basis for the inducements to sellers to patronize such markets.

We endorse and commend the president's remarks and recommendations upon the subject of Federal inspection of grain and uniform grades adopted by the Grain Dealers' National Association; also the untiring labors of the president of the Grain Dealers' National Association in urging the adoption of the uniform grades by all the markets of the country.

We recommend to the Grain Dealers' National Association and its members a more friendly attitude toward proper legislation by Congress, lest such may be accomplished without the benefit of their skill and experience, so important to a comprehensive system of supervision that should bear the impress of their honest and unselfish devotion to a cause that embraces the interests of the entire grain and agricultural classes of this country.

We endorse the recommendations of the president in the matter of the payment of traveling and hotel expenses of the president and members of the board of managers, and recommend that the same be allowed and paid only when attending special meetings upon proper call.

We endorse the recommendations of the president upon the subject of legislation on the questions of the weight of ear corn, and the size and kind of grain testers for use in the inspection and testing of grain, to the end that the same kind of a tester may be used by inspectors of wagon grain that is permitted in carload inspection.

We extend the thanks of the Association to the officers for their faithful and able services during the past year and for their comprehensive and valuable papers and reports.

We also extend the thanks of the Association to the various gentlemen who have contributed to the success of this meeting by papers, addresses, etc.

We express our grateful appreciation of the favor extended by the management of the New Board of Trade in granting the use of the assembly hall for this meeting.

INSPECTION

J. M. Brafford spoke of the importance of securing better conditions in the matter of inspection of grain, and said that the grain dealers of the state should assist the Grain Dealers' National Association in its work.

The subject was further discussed by John F. Courcier, who urged dealers to use concerted action in trying to solve the problems of the grain trade. He thought the Government should take charge of inspection only as a last resort.

The following resolution, introduced by Geo. C. Wood, was adopted:

Whereas, The quality of the 1908 wheat crop of Indiana was the best ever raised in its history, and Whereas, This wheat in practically every winter wheat market in the United States graded No. 2 in the following markets, grading absolutely perfect, viz., Grand Rapids, Toledo, Noblesville, Newport News, Philadelphia and Atlanta, and in the following markets only a few cars misgrading, viz., Chicago, Louisville, Baltimore, and

Whereas, Only about 60 per cent of this same wheat shipped at the same time and under similar conditions graded No. 2 in New York; therefore, be it

Resolved, That the Indiana Grain Dealers' Association regards New York's inspection referred to as absolutely unfair and unwarranted, thus entailing an unjust burden on the dealers who patronize that market.

A motion made by Geo. C. Wood prevailed, that the incoming president appoint a legislative committee of such number as he deemed proper.

P. M. Gale, of Gale Bros. Co., Cincinnati, was asked for conditions at that market. He said that mow-burnt wheat had given as much trouble there as at other markets. Corn was grading high.

J. W. Witt read the report of the nominating committee, recommending the election of the following officers: President, W. B. Foresman, Lafayette; vice-president, J. M. Brafford, Indianapolis; Carey Jackson, Falmouth, and E. M. Wasmuth, Roanoke, members of the board of managers.

The report was adopted by a rising vote.

The new president, W. B. Foresman, was then escorted to the chair by a committee composed of J. W. Witt, M. Niezer and J. R. Guild, and his first official act, after a short speech of thanks, was to appoint a legislative committee, as follows: M. T. Dillen, Parker Simison, J. W. Witt and Carey Jackson.

The meeting then adjourned, sine die.

CONVENTION GOSSIP.

Illinois visitors included H. W. Knight, Monticello; J. E. Collins, Garrett; B. F. Cummings, Clifton; Tom Abrams and J. L. Bush, Tuscola.

A reminder of the Grain Dealers' Fire Insurance Co. of Indianapolis was given out by C. B. Sinex in the shape of a paperweight for desk use.

Messrs. Flora and McMillan represented the Reliance Construction Co. of Indianapolis, Ind., and the Reliance Automatic Dump Controller, which has proved a popular device among the grain trade.

Willard Smith and C. E. Downey showed a working model of the Richardson Scale in a room adjoining the convention hall. It was operated by an electric motor and grain was weighed, discharged and re-elevated to the hopper by conveyor leg, head and boot.

Machinery interests were represented by A. S. Garman, with Huntley Mfg. Co., Silver Creek, N. Y.; J. N. Bacon, with S. Howes Co., Silver Creek, N. Y.; C. L. Hogle, with the Invincible Grain Cleaner Co., Silver Creek, N. Y.; Willard Smith and C. E. Downey, with Richardson Scale Co., New York City; F. H. Morley, with Avery Scale Co., North Milwaukee, Wis.; Fred W. Kennedy and E. D. Wilkes, with Kennedy Car Liner, Shelbyville, Ind.; A. H. Messer and J. L. Senteney, with Mattoon Grain Conveyor Co.

Terminal markets were represented as follows: Chicago—R. W. Carder, L. B. Wilson, Arthur R. Sawers, wife and son. Louisville, Ky.—Chas. Ballard, Jr. Columbus, Ohio—J. W. McCord and E. W. Seeds, Jr. Battle Creek, Mich.—T. W. Swift. Piqua, Ohio—Harry W. Kress. Baltimore—O. M. Gibson. Pittsburg—J. A. A. Geidel and Jos. McCaffrey. Cincinnati—A. C. Gale and P. M. Gale, Chas. Van Leunen, F. E. Fleming, H. W. Brown, P. K. Gale. Toledo—Fred Jaeger, H. R. Devore, W. W. Cummings, K. D. Keilholtz, H. D. Raddatz, Chief Inspector E. H. Culver, National Secretary John F. Courcier.

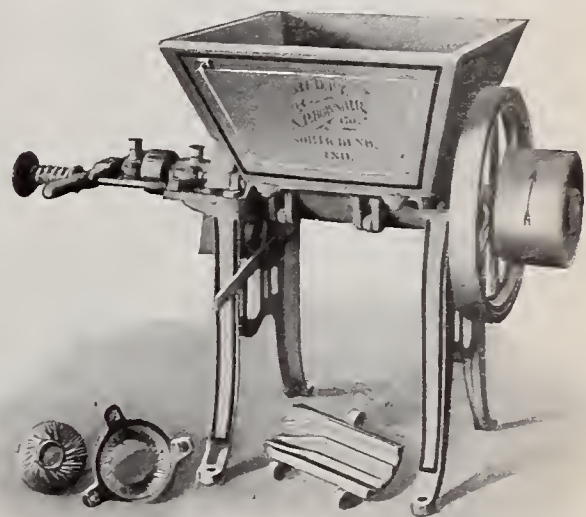
Grain dealers in attendance included: E. E. Elliott, Muncy; P. E. Goodrich, Winchester; Geo. C. Wood, Windfall; T. A. Morrison and O. J. Thompson, Kokomo; Ed. Taylor, Mt. Morenci; C. G. Egly, Berne; Wm. Donlin, Delphi; A. B. Cohee and M. L. Conly, Frankfort; B. F. Crabbs and T. C. Crabbs, Crawfordsville; W. M. and T. A. Doan, Ossian; David Anderson, Noblesville; J. W. Sale, H. C. Arnold and G. L. Arnold, Bluffton; C. M. Barlow, Kokomo; W. M. Nading, Shelbyville; Morris Niezer, Monroeville; J. W. Witt, Lebanon; A. E. Feight and W. A. Feight, Frankton; John Hazelrigg, Cambridge City; Carey Jackson, Falmouth; Fred W. Kennedy, Shelbyville; E. A. Morris, Newcastle; A. E. Reynolds, Crawfordsville; T. J. Ryan, Delphi; H. B. and C. F. Seward, Galveston; E. K. Sowash, Middletown; J. C. Batchelor, Sharpsville; R. J. Follett, Carmel; A. Gardner, Cottage Grove; J. N. Gordou, Summitville; J. H. Harvel and F. D. Hinshaw, Nora; John Howell, Cammack; R. C. Jenks, Glenwood; W. M. Patterson, Fountaintown; J. J. Snodgrass, Hillsburg; B. Taylor, Lafayette; Dave Unger, Russiaville; A. A. Weber, Huntington; E. M. Wasmuth, Roanoke; R. E. Whitaker, Mt. Comfort; H. M. Brown, Kingman; C. C. Bishop, Logansport; C. F. Davison, Bluffton; W. T. Davis, Coatesville; W. B. Foresman, Lafayette; A. P. Hansen, Brookston; Cloyd Loughry, Monticello; D. P. Simison, Romney; J. L. Schalk, Anderson; W. Simons, Kentland; E. M. Fisher, Needham; A. H. Flanigan, Crawfordsville; G. P. Shoemaker, Greensburg; J. O. Grove, LaGrange; W. C. Lutz, Bunker Hill; M. Moore, Fountaintown; C. E. Van Steenberg, Manson; J. W. Waltz, New Palestine; E. Hutchinson, Arlington; T. B. Wilkinson, Knightstown; F. H. Hagenbuch, Sulphur Springs; T. A. McCoy, Liberty; T. O. Stanley, Lyons Station; R. A. Kuhn, Argos; F. C. Williams, Sellersburg; J. A. McComas, Fortville; N. E. Williams, Fairland.

LIGHT RUNNING FEED MILL.

Elevator men who are operators of feed stores, where the available power is small, or where economy of power is desirable, will be interested in the feed mill shown in the accompanying picture. While this mill has but recently been put on the market, it is in no wise an experiment, but only a new size of the well-known Bowsher "Combination" line of mills. It was built in response to a call for a smaller machine which could be run successfully with very light and medium powers; that would feed itself on ear corn, and also be first-class on small grain.

This machine is not built merely with the idea of getting out something cheap, but it embodies in general respects the features of superiority characteristic of the Bowsher line, including the conical-shaped grinders. A suitable sacking elevator is furnished if desired. In fact, the Bowsher Company believe that they could ill afford to offer anything that would detract an iota from the reputation which twenty years of good performance and superior qualities of their goods have built up.

There have been some very gratifying reports from users of this new size, of which the follow-



BOWSHER LIGHT-RUNNING FEED MILL.

ing from a Michigan party is a sample: "We have shown a sample of our work to the miller here and he pronounced it good both in quantity and quality; could find no fault at all."

As many of our readers already know, this firm makes a full line of mills, to be operated with from two to twenty-five horsepower. Full descriptive circulars will be gladly sent to anyone who is sufficiently interested to write the N. P. Bowsher Co., South Bend, Ind.

It is said the Agricultural Department has obtained some seed of the cobless corn of H. J. Sconce to test in Texas under the impression that it may prove to be weevil proof.

Geo. C. Conn, of the "Soo" Road, told the Milwaukee transportation that there is "great need in Milwaukee for several large, modern grain elevators. Milwaukee is now, and is destined to become, a great and still greater grain center. But your city is handicapped decidedly in this respect because it has no modern elevators. I mean by this you have no steel tank or concrete elevators, and consequently the insurance on grain shipped here and stored continues, as against cities where the concrete elevator has been built, and which wipes out entirely elevator insurance. This insurance usually runs from 1½ to 2½ per cent of the shipping value of the grain. While Milwaukee is a natural point for receiving grain from the West and Northwest, it ought to be supplied with the modern elevators. If this were done you would not only eliminate the handicap of the insurance and thereby be on a par with other centers, but you would also secure much grain which now goes to other centers simply because of this extra cost of handling grain here."

THE WADE ELEVATOR AT MEMPHIS.

The latest addition to the elevator and grain-handling facilities of Memphis, Tenn., an enlarging market, is the handsome and commodious plant of John Wade & Son, illustrated by the accompanying pictures.

The buildings, consisting of an elevator and warehouse, cover a ground space of 84x170 feet. The elevator storage is divided into 32 bins, and has a full basement with concrete foundation and a full story of framework, or working story, under the bins. The warehouse has a foundation of concrete, with a solid cement floor, laid on a level with the floor of cars. This cement floor is laid on an earth and cinder fill, utilizing the dirt obtained from the elevator excavations. The warehouse has a trussed roof, without posts, and

of the car puller, power shovels and the belt conveyor, while another motor takes care of the cleaning and handling department, and still another takes care of the grinding department.

Another department not mentioned above is the Purity Feed mixing plant, which contains its own elevator leg, electric motor, bins and mixing devices, as well as automatic bagging scales. Other bagging scales consist of two scales mounted on a carrier track under the bins next to cars; still another scale is on its own frame; and by the use of these it is possible to sack from every bin in the house. This obviates elevating grain to any certain sacking bin.

This elevator, which has 80,000 bushels' storage capacity, is unique and well designed, the plans and specifications furnished by the architect being above the standard. In construction the plant

from it, they own and operate large warehouses for the transaction of their hay business, which is the largest in Memphis; also another large warehouse for the handling of salt, oil mill products and feedstuffs. They have recently purchased additional property and it is their intention to build during the coming year a large brick warehouse for the exclusive storage of hay.

The plant shown by the engravings herewith was designed and constructed by Fred Friedline, architect and engineer, 253-261 La Salle Street, Chicago, Ill., it being his nineteenth contract of



JOHN WADE & SON'S ELEVATOR AT MEMPHIS, TENN.

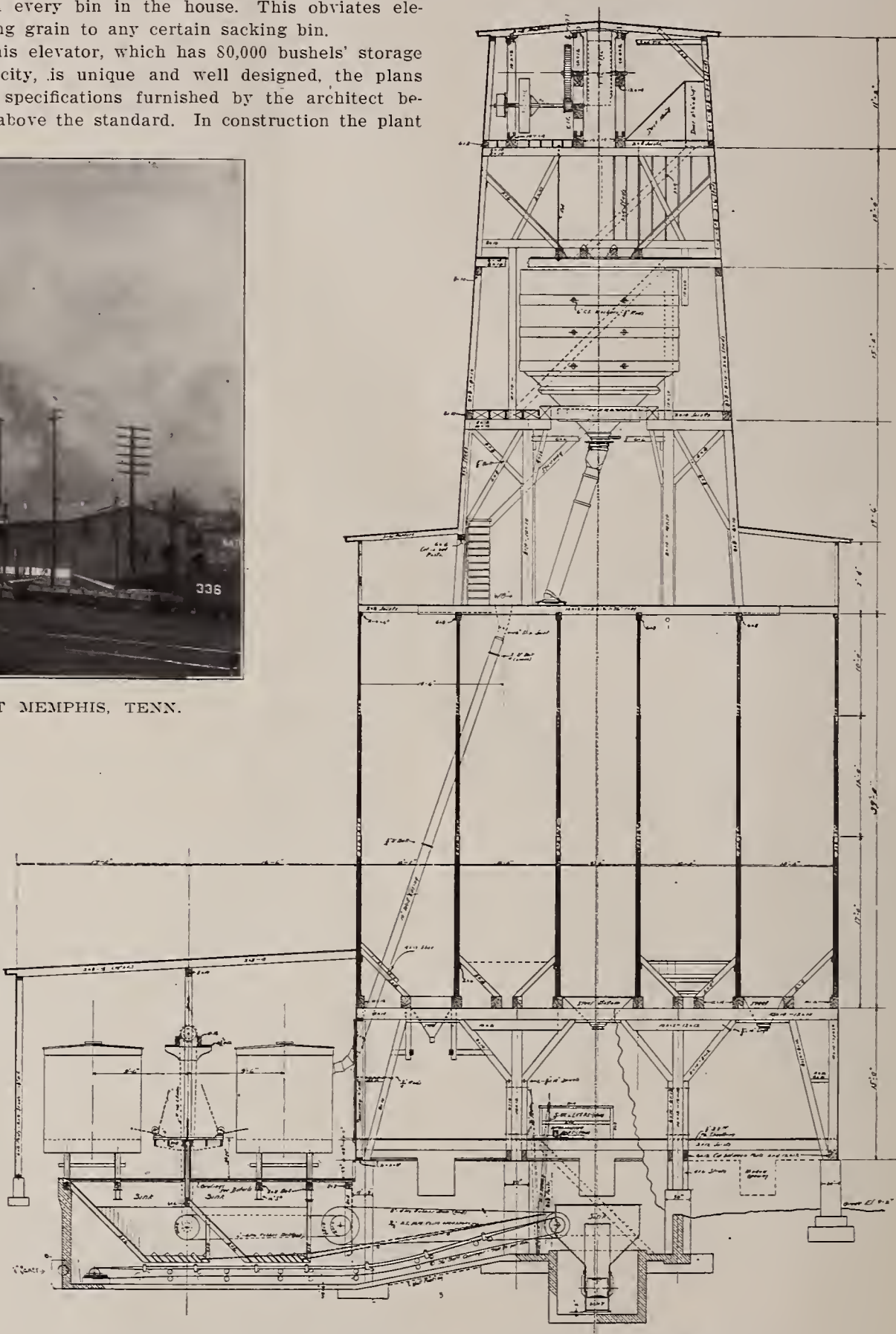
all of the buildings are heavy frame, iron-clad construction, with metal roofs.

The equipment of the elevator consists of two receiving tracks and one loading-out track for bulk grain, all of the tracks being available for loading out mixed cars of sacked grain. Under the receiving tracks there are two large receiving sinks, discharging upon a 36-inch belt conveyor leading to the receiving leg. These sinks are served by one set of double power shovels, and each sink is equipped with a special discharge to the belt conveyor. These sink discharges are controlled by a simple interlocking device, by which it is possible to open only one sink at a time. The tracks are equipped with a car puller with steel cable and a special radial sheave to serve each track. These car pullers are operated from a point between the tracks, this arrangement alone saving labor of from three to four men when pulling cars.

There is one receiving elevator leg, with 24-inch belt, having two rows of 12x7-inch cups. This leg is driven by a 60-horsepower motor, located in the cupola. The leg discharges into a large garner over the 100,000-pound Fairbanks Hopper Scale. Other elevator legs are two handling legs for 16x7-inch cups, each discharging into separate garners over the scale; they are arranged to discharge also through spouts around the garner and scale to most of the bins, the scale itself discharging into every bin in the elevator by means of a gravity spout.

There is a short screenings leg for serving the No. 9 Double Receiving Separator; also a 12x7-inch chop leg for serving the 10x36 Nordyke & Marmon Double Roller Mill. The plant has also its manlift, stairways and fire escapes.

The power throughout is supplied through alternating-current electric motors, with the wiring in the conduit. The motors are both individual and grouped installations, i. e., one motor takes care



SECTION PLAN JOHN WADE & SON'S ELEVATOR AT MEMPHIS, TENN.

is modern, strong and substantial; and having been in operation for the past nine months, it has given entire and complete satisfaction; and the owners are justly proud of this addition to Memphis' elevators; and, moreover, their wish of many years has been gratified; that is, to have a plant second to none in the Inland South.

By following the highest business methods, the owners have built up a successful and substantial business, which continues to grow; and during the past few weeks they have added a warehouse 60x156 feet in size, which does not show in the photograph. In addition to this plant and separate

the kind in the city of Memphis during the past ten years.

The Hope Grange, P. of H., of Oswego County, New Jersey, on January 16 adopted a resolution, "requesting the legislative committee of New York State Grange use all of its power and best efforts, combined with all honorable means, to induce the committee on ways and means of the House of Representatives, in the preparation of the new tariff law, which it now has under consideration, to recommend that barley and wheat be placed on the free list."

KANSAS GRAIN DEALERS' ASSOCIATION.

The annual convention of the Kansas Grain Dealers' Association was held at Kansas City on February 2, 3 and 4 at the Railroad Club, R. E. Cox presiding, with E. J. Smiley as secretary.

The morning session of February 2 was taken up with the usual ceremonial speeches of welcome, etc., by Mayor J. T. Crittenden, W. A. McGowan, president of the Railroad Club, and F. G. Crowell, president of the Board of Trade, President Cox concluding the session with his annual address, the main topics of which were a severe arraignment of the bucket-shop, with a recommendation that the Association urge the Kansas Legislature to pass a law similar to the Missouri statute, and a strong appeal in support of the good roads movement.

SECRETARY'S REPORT.

The afternoon was opened by the reading of the secretary's report, substantially as follows:

I am grateful for the privilege of making this, my eleventh annual report as secretary of the Kansas Grain Dealers' Association. It affords me great pleasure to report that the year past has been a profitable one to the grain trade of this state. As you know, I have been associated with the grain trade of this state as secretary of this Association for nearly thirteen years, and it is my opinion that the year just passed has been the most profitable to the grain dealers of any during this time. There are several reasons for this, the chief one being that practically all dealers have decided to make their purchases with a fair margin of profit, and there being very few track buyers in the state at points where there are elevators permits dealers to make a profit on all shipments.

After having overcome what seemed unsurmountable obstacles we are now confronted with a proposition in the form of a bill of lading known as the Uniform Bill of Lading, foisted on the grain trade by the common carriers of the country. We will touch only briefly on this subject, as a learned gentleman representing the carriers will address you, also a gentleman representing the shippers, who are better able to discuss this matter than I.

Bad Order Cars.—We have advised you from time to time of the number of cars arriving at Kansas City, St. Louis and Galveston, reported leaking on their arrival by the weighmasters at the different markets. From reports and personal investigation we are forced to the conclusion that during the past year a large proportion of railway equipment, especially of box cars, was more unfit for handling bulk grain than in recent years. To illustrate: At the port of Galveston during the month of August, out of a total of 2,994 cars of grain arriving, 1,538 were found to be leaking, 737 leaking at the grain door and 801 leaking at various places. In Kansas City during the same month, 3,464 grain-laden cars were leaking on their arrival, 351 leaking at grain door, and 3,293 at various places. These reports show that out of a total of 5,184 cars leaking on their arrival at these two markets, 1,086 were leaking at grain doors. Is this the fault of the shipper or the carrier?

While it is true that a large part of the material furnished by the carriers for temporary grain doors is of the poorest quality and not fit for the purpose for which it was intended, we believe that many of these leaks can be charged to the shipper for not exercising greater care in cooping. On the other hand, why should a shipper be compelled to go to the trouble and expense of cooping cars for the handling of grain. The live stock shipper has cars furnished in good repair; the shipper of package freight refuses to accept equipment that is not in proper condition for the handling of his goods; but if the country grain shipper refuses to load a car or cars set at his elevator for loading and makes complaint to the agent, he is bluntly informed that unless he loads the cars furnished he may allow his grain to remain in the elevator. We do not believe that the carriers fully realize the condition of much of their equipment, and before another crop is moved we would suggest that blank forms be provided every member of the Association, and that when the cars are set for loading all defects be shown on the blank and that this report be sent to the secretary's office and he in turn file same with the master mechanics of the lines to which the equipment belongs. There is certainly some way to avoid this great loss to both carrier and shipper, and if anyone has any suggestion that will tend to reduce this loss, we would be pleased to hear from them.

Rough handling of loaded cars by train men at terminals is responsible for considerable of this loss. Take, for instance, several large capacity cars loaded to the limit and one or two of smaller capacity sandwiched between the larger ones and turn them loose on a gravity track and what will be the result when these cars come in contact with standing cars? The result is that the smaller capacity cars buckle up in the center from the impact and spring a leak either from the movement of the grain door or broken deadwood.

Turkey Grade of Wheat.—At the last annual meeting, held in Topeka, it was resolved that the members of the Kansas Grain Dealers' Association respectfully request and petition the governor and each member of the state Grain Commission to put into effect a grade of this kind of wheat. Notwithstanding the fact that each member of our Association was advised in advance of date fixed by the Grain Commission of the state of Kansas for their meeting to establish grades

for the year 1908, not a single dealer put in an appearance. The millers were well represented, and their request to have all wheat containing rye eliminated from the No. 2 grade was granted. Representing our members, we requested the Commission to establish a grade to be known as Turkey wheat. None of the millers present offered any objections; in fact, several of the millers from the central part of the state favored such a grade of wheat; however, this was not satisfactory to certain elevator interests, and our request for such a grade of wheat was declined. As far as we know the Commission offered no reason for refusing our request.

We consider this question of too much importance to the grain shippers of the central portion of the state to let it pass. Wheat of the turkey variety commands a premium of from three to seven cents per bushel in all the Western markets; and as quite a proportion of wheat is sold on card bids f. o. b., the seller does not receive the difference in value between the turkey or dark wheat and ordinary 2 wheat. We believe that every member of this Association located in the hard wheat district should make it a point to meet with the committee at their next sitting in July and insist that a grade of turkey wheat be established, and on their refusal to comply with this request take the matter before the governor.

Method of Taxing Elevator Property and Stocks.—A number of our members have experienced quite a little difficulty in securing a proper assessment of their elevator property and stock under the new tax rule laid down by the tax commission during the past year. It is the intent of the law that the average quantity of grain for the months on hand be taken. There is only one way to arrive exactly at such an average and that is to compute to the end of the month the days of each particular purchase and then to deduct from the aggregate the total number of days of sales computed likewise from each date of sale to the end of the month. The difference divided by the number of days in the month will give the average for the month, which should again be divided by the number of months through which the business is conducted.

For example: Suppose you purchase 2,000 bushels of grain on March 1, which should be multiplied by the remaining days in the month, which is 30; on March 10 you purchase 2,000 bushels of grain, which should be multiplied by 20, the remaining days in the month. On March 20 you purchase 1,000 bushels, which should be multiplied by 10, the number of days remaining in the month, and on March 25 you purchase 1,000 bushels, which should be multiplied by 5, the number of days remaining in the month, giving you a total of 115,000 bushels. If you sell from these purchases 4,000 bushels on the 20th of the month, you should multiply by the days not on hand, or 10, which would give you 40,000, which, deducting your sales from your purchases, would leave you 75,000 bushels, which divided by the number of days in the month, or 30, would leave the average for the month of March at 2,500 bushels. Take the several months through which the business is conducted and divide by same to arrive at the exact amount liable to taxation. Many of the local assessors throughout the state did not fully understand the instructions given by the tax commission, and as a result some stocks have been assessed at several times their proper value, while others failed to pay their just proportion of the tax. In our next circular we will endeavor to make the plan of the commission clear to all of our members and should you fail to fully understand same write us for further information.

Inspection.—At our last annual meeting the following resolution was adopted:

"Resolved, That we favor Federal inspection of grain, and that the same may be properly and effectively established and maintained. We favor such legislation with only such modifications as will be necessary to accomplish the purpose indicated."

What is known as the McCumber bill is now pending in Congress; and we note from press reports that the agricultural committee of the Senate, to whom the bill had been referred, has reported favorably on same. The Indiana Grain Dealers' Association, at their meeting held January 19, unanimously favored Federal inspection. The Grain Dealers' National Association at their last annual meeting adopted what is known as Uniform Grades of Grain and urged its adoption in this country, but comparatively few markets of importance have been fit to adopt them; and we are of the opinion that a uniform grade of grain will never be established in this country until Federal inspection is adopted. We are advised that the only real objection to Federal inspection comes from the large elevator interests of this country.

The present inspection rules of Kansas are obsolete and should have been amended to conform with the rules adopted by the National Association long ago. The present Grain Commissioners of Kansas without exception are not grain shippers, and as the chief grain inspector admits that he is not a grain man, what can we expect? The board is composed of three men who meet once a year and listen to the complaints and suggestions of the grain shippers, millers and farmers, and receive \$100 per day for their services and do nothing. Great is politics in Kansas.

Reinspection.—It is our understanding that the exchange in this city has a rule reading:

"Whenever grain in bulk is sold for cash by sample, subject to the inspection of the purchaser, the purchaser must accept or reject same by or before 11 o'clock a. m. of the business day next succeeding the day of sale. In case the purchaser does not notify the seller by 11 a. m. of the next business day to the contrary, it shall be understood that the property is accepted."

It is our further understanding that this rule was adopted by a majority vote of the members of the exchange several years ago, but that the rule applies only to purchases going out of the city and that all

purchases of grain on the floor of the exchange are made subject to reinspection on their arrival at the elevator or mills, and where reinspection is called the seller representing the shipper does not insist that the department under which the first inspection is made shall reinspect.

A few days ago a shipper advised our office that he had sold a quantity of Kaffir corn to a Kansas City firm, Kansas state inspection and destination weights. The first car on its arrival in Kansas City was inspected by the Kansas department on December 19 and a certificate issued showing same to be No. 2 white. Six days later the car was delivered to an elevator on the Missouri side and reinspection was called for. An obliging Missouri inspector inspected this car (not reinspected) and issued a certificate showing contents to be "no grade" Kaffir corn in a heating condition. The contract on which this shipment was made provided for Kansas state inspection, and if it had been necessary to call for reinspection the purchaser should have called in a Kansas state inspector in order to make reinspection. We might add that there was a material decline in the market from the time this corn was purchased until it reached the elevator.

Under the present regime in this market, there is no limit to the time the purchaser can call for reinspection, neither is there any attempt, as far as we know, on the part of the receivers, members of this exchange, to compel the buyers to accept purchases within the time limit as prescribed by their rules just adopted. This delay between inspection and the arrival of the grain at the elevators and mills has cost the shippers to this market tens of thousands of dollars. The shipper being ignorant of the fact that his grain is being delayed after inspection, he has no means whatever of protecting his interests.

How many of you recall having received letters reading: "Your car No. 7744 arrived this morning and graded No. 3 and was sold for \$1.03 per bushel. We consider this a good sale and trust that we will be favored with more shipments from you in the future." From five to twenty days later you receive a letter reading: "The purchaser of your car No. 7744 called for reinspection on the arrival of the car at the elevator and reinspection showed car to be 'no grade,' and we were compelled to resell at a discount of eight cents per bushel. We regret this very much, but the buyers in this market when purchasing grain on our floor insist on inspection on its arrival at the elevator."

We do not know that anything can be done to prevent this holdup, but we certainly believe that where grain is sold by sample, accompanied with an inspection certificate, it is the duty of the agent representing the shipper to take some steps to enforce the rules. We further believe and recommend that the Kansas state inspection department should adopt the plan worked out by the chief grain inspector of Chicago, namely, that all samples be taken from the cars by the department samplers to the chief inspector's office, where a more careful inspection can be made under the direct supervision of an experienced man. It can hardly be expected that a man performing the duty of both sampler and inspector at the same time can determine accurately the grade of grain, especially if the weather is inclement, as he is expected to take samples from a certain number of cars in outlying yards and deliver them to the floor of the exchange by a certain hour each business day.

Mr. Cowen advises that this system was installed on September 17, 1908; and that under the new system there have been but one-half as many calls for reinspection; and that while under the old system the grades changed on application averaged one in every 247 cars inspected, under the new system the department has had occasion to change on an average of but one in every 1,935 cars. The new system is thus shown to be much more satisfactory, and the inspection by a corps of inspectors working together under favorable conditions is more uniform and correct than that attended by the many unfavorable conditions of the old system. I trust that you will give this matter careful consideration before adjourning.

Freight Claims.—During the past year we have prepared different blank forms, with which we have supplied our members, accompanied with a letter containing suggestions as to how to prepare their claims and present same direct to the freight claim departments. When claims having merit were refused by the claim agents we suggested that the claimants ask for the return of all the papers and turn same over to us and we would endeavor to collect same, and if we failed would then turn all papers over to our attorneys with instructions to collect. There is a difference in opinion between our members and the freight claim departments as to what constitutes a valid claim. This was our purpose in extending an invitation to the freight claim agents of all the Kansas lines to be in attendance at this meeting. Mr. Tustin, freight claim agent of the M. P., will doubtless endeavor to convince you that there is a natural shrinkage to bulk grain in transit, which accounts for much of the loss. As this question will be fully discussed, I will not take up any more of your time.

The report was adopted.

'CHARGING OF INTEREST ON DRAFTS.

Mr. W. C. Brown of Palmer, Kan., addressed the Association on the subject of "Charging of Interest on F. O. B. Grain Drafts Is Wrong,"—

On what particular thought to work I know not; But in the gross and scope of mine opinion, This bodes some strange eruption to our state.

—Shakespeare.

To pay or not to pay interest, that is the question. Whether it is better for the purse to suffer the interest, 100 pounds dockage, double charge for weighing and the many other things of outrageous misfortune, or to take action against this sea of troubles, and

by opposing end them; to ship to other markets, whenever possible, and thus avoid these multitudinous outrages that are inflicted upon a helpless and downtrodden aggregation of individuals engaged for a mere pittance in the legitimate business of gathering together the many bushels of grain raised by the farmers and distributing this to the different grain markets of our territory.

The country shipper realizes that he is powerless to defeat this practice unless other markets can be reached and built up by co-operation with the receivers in such places where these charges are not made.

When we were boys, some of us well remember that one of the general laws, and it is still in vogue, governing us, was "Might makes right." The big boy of the gang usually had his way because he had the physical strength to enforce his desires. That's about the way it is now with us fellows who are in the grain business in the rural communities. Kansas City is the big boy in this deal, and whatever he says goes. It is possible that he may have something else, another package, to hand out to us any time.

In the event of your selling a firm grain on 5, 10 or 30 days' time, or whatever the delivery may be, if your grain is loaded and billed within this period, your part of the contract is completed. As soon as the bill of lading is signed by the railroad agent your grain is in transit. You have completed your contract, and the value of the grain is now due you. You have transferred the title to your property so far as you can, presumably for a cash consideration. The purchaser says that he will advance you money on it, but you will have to pay the usual rate of interest for an indefinite time. He says, "Wait until the grain arrives at destination, is inspected, weighed and unloaded; then perhaps the interest charge will cease."

Does he make this charge because it is legitimate? I don't think he does. It is one of his prerogatives; which means, "An exclusive or peculiar privilege." He it is, who has the big stick. He uses it in a promiscuous manner; but like the greenhorn using the old-fashioned flail, every once in a while he gives himself a lick. How? There isn't a country shipper present who ships to Kansas City when he can ship elsewhere. The result is Kansas City is killing the hen that lays the golden egg. Other markets are coming to the front and in time will become strong competitors for this business.

I believe I am stating a truth when I say that Kansas City at the present time is the most expensive market we have. The extra trimmings amount to about \$4 per car in excess of the charges of some other markets. Sometimes it exceeds this amount, if the bookkeeper is busy and doesn't have time to make up your account sales until several days after your grain is unloaded and weighed. In some instances the charge continues until the account is made up. It may not amount to much, only fifty or sixty cents, but if the receiver has enough of this kind of accounts, it requires only a few contributors to donate enough to pay the salary of his bookkeeper. The amount is too small to make a roar about, and even if one did I imagine the bookkeeper would write back and tell you to go out and buy a good ten-cent cigar and charge it to yourself, or he would square it with you the next time you came to the city. He would be likely to take you out and fill you up with good things to eat, etc.

We will just presume a case. We will place the country dealer in the same position with the farmer as we are to-day to the receiver in the larger places. A farmer sells and delivers to the country dealer one thousand bushels of wheat, or whatever it may be. We will presume that he is an accommodating fellow and loads it into the car for us. After all of this is done, we tell him that we can not pay him for his grain just now, he will have to wait until it is delivered in Kansas City, for instance; and then we will pay him. But to be generous with him we will advance a portion of the amount due, provided he will pay us the usual rate of interest on the amount advanced until we see fit to settle with him. You know what he would do to us? We couldn't do business on that basis; and why should we be asked this by the purchaser here or in some of the other large markets? One is just as reasonable as the other.

I don't like to knock. I would rather hoost any time, but these are facts. We can afford to sell for less in other markets owing to all the extra charges put upon us here. You may think it is not costing you anything, but I believe it is. Chief Inspector Radford said recently that usually he concentrated his force in Kansas City. But now he has them at Anthony, Coffeyville, Wichita and other points, and as they have grown, Kansas City has lost.

We all realize that Kansas City is the natural gateway for the products of our territory; that it has made wonderful progress; and we are all proud of its growing wealth and vast resources, for we are all a part of it; that it has a heap of good fellows in it, especially those who are in the grain business. But the country to-day is full of progress, resources and good fellows; no place has a monopoly of these most excellent qualities. Kansas City is causing grain to be diverted from that market whenever it is possible. We fully realize that we are paying for all we get—bouquets and all.

Business is void of sentiment. All things being equal, we will favor our friend. But he must make good or lose his job. The market that nets us the most money is the one we will patronize; it makes no difference to us where it is; results are what we want; and the firm or market that nets us the best returns is the one that will get the business. Because some other markets make this charge is no reason that it is right. If my neighbor wants to charge me ten cents every time I look into his yard, to pay for wear and tear on the scenery, that is no indication that it is right. A square deal is all we want. We are not asking for presents, but we want what is

due us, and if you are not willing to give it to us there are others who will.

Mr. Eugene Kelly of Wichita, Kan., followed with, "When Shall Interest on Drafts on Consigned Grain Cease?"

As Kansas City and Wichita are the only two consignment markets patronized to any extent by members of the Association, and as I presume it is a well-known fact that no interest is charged on consignments made to the Wichita market, therefore the question, "When shall interest on consigned grain cease at Kansas City?" would more properly be the question which we are to discuss.

When this subject was assigned to me, my first mental answer was that interest on consigned grain should cease at once if it were possible to do so. This was my personal feeling in the matter, as I have been prejudiced against this interest payment being charged ever since its adoption by the Kansas City Board of Trade.

I have been a shipper to this market for 18 years; but I find on deeper consideration of this subject that there are two sides to this question, as to any other subject worthy of discussion; and that both sides are entitled to a hearing there can be no doubt. We are not here to fight the commission men of Kansas City. We are not here to argue a question with these men, as they are friends of ours and our coworkers in the business, working to the shippers' interest. Efforts to correct wrong in the matter of handling the business have failed or have had only passing success, because men have been attacked, not the methods.

Let us get down to the cause that led to the idea of charging interest. I find on a thorough investigation of the subject that as shippers we are getting more and more into the habit of drawing drafts against our consignments almost up to the price we expect our wheat to bring when sold. This habit has gradually grown until the consignment houses have had many accounts showing the shipper on the wrong side of the ledger, or "in the red," as one house expressed it. These overdrafts have been instrumental in causing this interest charge to be made as a partial protective measure. I am surprised to find upon examination of the records of houses here at Kansas City the amount of overdrafts made on shipments this year. We should abolish this custom to enable us to establish a more equitable settlement of this interest charge. One shipper says that he gets even with the interest charge by making heavy drafts, which confirms the statement just made, that we should not resolve this into a fight with our commission men, but should all work together and get what is right and equitable for all concerned. We are all satisfied when shipping to this market to pay our selling house 1 cent per bushel, or the customary charge for the services performed, net to them above all other expenses attached to the shipment. A part of this expense is carrying the amount of the draft until the grain is sold, and in some cases delivered. As I understand it, we do not object so much to paying interest on the delay of the arrival of the shipment, but we do strenuously object to the payment of interest on our draft after our grain has arrived at Kansas City and has been sold, regardless of the fact whether or not it has been distributed to the receiving house that bought it or not.

We do not blame the commission houses for charging interest until they can get their money so much as we do the buyer for not paying for it when it is sold, and it is in his own town and only a question of a few hours or days switching time. I am given to understand that the shippers do not carry balances with the consignment house; and the habit I spoke of, of drawing so heavy on our shipments, is one cause advanced by the receivers for not wanting to pay or refusing to pay for grain until it has been weighed, which puts the burden of our drafts on to the consignment house. It has been told me, and I guess it is not a question of argument, that the receiving house would willingly pay for 90 per cent of the grain when it is bought if they knew they would get value received; hence it seems to me one of the points we have to make, to insure the receivers paying for our grain when sold, is to leave a reasonable margin on our drafts.

A well-known shipper thought to avert this interest charge by making his drafts payable on arrival of cars, but this did not stop the interest charge, as they had to pay interest, not caused by the delay of shipment, but the delay of the distribution of the grain after it was sold; and in some cases it took two weeks or more to get the grain unloaded and weighed, and the shipper was paying interest at 6 per cent on this money on account of a delay over which he had no control. There is no question but that the receiving house here can get quicker action on the railroads in Kansas City than a small shipper in the country, and it does not appear equitable and just to hold up the payment on grain for a delay of this kind even if we do draw too heavy on our shipments.

I firmly believe, and I think you will all agree with me, that interest should cease the day grain is sold, regardless of the time it takes the railways to distribute it. The grain is not sold until it has arrived and a sample is taken and offered. There is no question in my mind but that grain, in some cases at least, would be unloaded sooner and saved from getting out of condition if the receiver's money was in it instead of the shipper's. There is no question but that the receivers in Kansas City, if their money was in the grain, would find some means to unite in getting quicker distribution on grain after it had been sold to them than at the present time exists. I firmly believe that the buyer should shoulder some of the burden of handling grain as well as the shipper.

We have the reputed causes of this interest charge. You all know the effect, now what is the remedy? You all know that when consigned grain is sold, it is sold Kansas City terms. One of the terms is that interest shall be charged on shipments of this kind

from the time drafts are paid until grain is received at receiver's house, whether it be a mill or an elevator. It is a question with us, can we change this part of the terms of our sale in any way? We could make our drafts payable on arrival of cars, but this would not help us in any way, as they say cars have not arrived here until they are unloaded. I am not able to state whether, under the law, they have put the proper construction on this, but suppose it is decided by our courts that it is unjust to charge interest after the grain is sold until it arrives at the receiving house, still our Supreme Court has decided that we must abide by our contracts, whether good or bad, and they construe it to mean here, when we ship grain to be sold at Kansas City, that we are going to sell at Kansas City terms, which means that it should be delivered at the receiving house before it is paid for. Is this construction right? Is it right for the receivers at Kansas City, working for their interests alone, to put this construction on the law? I, for one, do not think so, and will close by offering a motion to the effect that a committee be appointed by the chair, constituted of members of the Kansas Grain Dealers' Association, to confer with the commission houses to see if an agreement by arbitration cannot be made to remedy this matter, this committee to report while this organization is in session.

Mr. Kelly moved that a committee be appointed to confer with the Kansas City Board of Trade on the above subject, and that such committee report before the adjournment of this session of the Convention. The motion prevailed.

Considerable discussion on the above topic followed. F. A. Derby of Sabetha said no one had taken up the commission man's side of the question. He said commission men had spoken to him as to the justice of it, but he told them it was not right. They are our agents and there is no reason why they should advance money; he had taken that stand all along as to interest on drafts. The question of interest on f. o. h. stuff is, perhaps, a little different. Our interest is in it until it is weighed. Coming down to fine points of the case, it is for us to pay interest until that time.

H. Work, Ellsworth, Kan., agrees with Mr. Derby, that there are two sides to the question. If I send a car of grain out of here I am using their money, but if I sell anything f. o. h. to Kansas City, then I think that money is due me when the car is loaded. But on consigned grains I am entitled to pay interest. I think the whole thing originated in a very bad custom started years ago.

After much discussion, pro and con, W. F. McCullough of Wichita observed that they are getting the matter sifted down. There are two definite phases of this question, the charge of interest on consignments and the charge of interest on f. o. b. I believe, as a matter of principle, it is proper to charge interest on consignments. The commission man is agent of the shipper, and the grain remains with the shipper until sold by the commission man. If the commission man sees fit to charge on consignments he has the moral and legal right to do so.

Mr. Tripp called attention to the subject, "When Shall Interest on These Drafts Cease?" He thought that from a business standpoint there is some merit in this interest on drafts, but the question is, When shall this interest cease? It should cease at a reasonable time after the grain reached its destination. He thought the other fellow ought to pay interest when, after seven days, it is turned over to the commission company. The time when the interest should cease is the time the inspection certificate reaches the commission firm, and the commission firm has sold the grain.

COMMITTEES.

The following committees were then appointed:

Auditing—S. J. Thompson, Perry N. Allen.
Resolutions—F. A. Derby, chairman; H. Work, A. H. Bennett, J. H. Kinnear.
Interest on Consignment Drafts—Eugene Kelly, chairman; W. C. Brown, J. C. Bradley.
President Cox then adjourned session for the day and announced next meeting at 10 o'clock February 3.

WEDNESDAY MORNING'S SESSION.

The president introduced J. S. Tustin, the general freight claim agent of the Missouri Pacific at St. Louis, who addressed the Association on the subject of "The Natural Shrinkage

of Grain" from the carriers' standpoint. The speech was received with general appreciation. It was moved and seconded that a rising vote be taken, voting thanks to Mr. Tustin for his very able address delivered this morning. The motion was carried.

Address of J. S. Tustin, Freight Claim Agent, Missouri Pacific Railway.

During the past two or three days I have been buffeted by conflicting emotions. On Monday last I was in Chicago before the Federal grand jury to explain why we paid certain claims. I met a few who wanted to know why we didn't pay certain claims. I delivered an address before the Grain Dealers' National Association in St. Louis last summer on this grain shrinkage question, in which an agent of the railroad was held up to contumely and scorn. I had the honor the past few months of attending the convention of the California Fruit Growers' Association, and as I happen to be a California fruit grower and merchant in a small way of California fruits, I, too, Mr. Chairman, have suffered at the hands of the American railroads; and we gathered together there to see what we could do to bring this bunch of fellows, and others like them, down to their knees before an outraged business community; and I was reminded that day of that little yarn that my grandmother used to tell—I think she told me she learned it from her great-grandmother—about two Irishmen, who, in arguing, one said to the other he was two-thirds right and three-thirds wrong; and I made my appeal at the California Fruit Growers' Association that I was part railroad man and part farmer and part merchant, and perhaps better qualified in a partial way than most of those fellows would be in discussing a question affecting us merchants and affecting us railroad people.

The business of a freight claim agent of a great railroad is peculiar, in a sense; and I am going to take a little while, Mr. Chairman and gentlemen, to draw aside the curtain and let you see what kind of a fellow he is. I want you to see how the wheels go 'round—how in the course of time he can get up and look a grain man in the face and tell him he knows more of his business than he does himself. I want you to see how it all is. In fact, the business of running a freight claim agency of a great railroad is very simple. It is an honor some of you fellows have not broken into. I have been tempted to start a "Correspondence school; freight-claim-agency taught in three lessons." These lessons would be common sense, common honesty and a decent respect for the opinion of the other fellow. It is here suggested that common profits be added to that, which is accepted "with great pleasure." By and by I will give you the opinion of a grain man from the mind of a great claim agent.

The president of the California Fruit Growers' Association thought it would not be right for me to be present—didn't want to be hampered by embarrassing presences, and thought I had better not come until that topic was disposed of. Why, certainly, a man who has spent his life in the business and is not ashamed of it and likes the job, does not need to inject into his talk apologies, as they call it.

I did not find in the lexicon any definition of the term of "natural shrinkage," as used by claim agents. So we are not going to quarrel over the definition. I have known claim agents for many, many years; and when you know them well enough to call them by their front names, they are a pretty decent lot of fellows. The fact is you can reach out your hand and touch them without the least protection in the streets of St. Louis—nobody ever comes after them with a rope. You know down in my town they even come and visit me in my home. If there is any rare courtesy, it is to permit a man to come and talk to you. I remember last summer a man and his wife called on me. We proceeded to settle the affairs of state, and the women folks were settling the affairs of men. But, when you come face to face and eye to eye, these claim agents are no more to be feared than the Kansas Grain Dealers' Association. If there is one of them I am to be afraid of, I don't know who he is.

A man who is connected with the railroads in the function which I occupy may be described as a "jack-of-all-trades." He is connected with all industries and every line of commerce this country knows. It is lumber and it is stocks; it is cotton and it is grain; and, while serving in the multitudinous affairs that come under his eye and sympathetic hearing, he realizes that he does not know it all—not quite. A man runs up a sea wall down in Arkansas; has a grievance and talks to me. By and by a lumber man will come and talk to me along those lines. If he is sensitized, he gets some pretty good notions. So we begin to know how one man differs from another. Then another comes along in his grief, and properly so, and talks about the moving of live stock—how much the car will shrink in weight; how much will be lost by such an intangible thing as loss of style. If he stays in the business long enough, he will have some degree of responsiveness to the man who is discussing this feature of the live stock business, and with some degree of intelligent appreciation of the man who a while back was discussing lumber business. The claim agent did not originate the business. He isn't smart enough.

Now, in regard to this grain question. I have read quite a bit in the grain papers. I remember a grain paper in Chicago told you to bring these claim agents to time. I would go up and appeal to their traffic managers.

I think it was about fifteen years ago when I began receiving letters, and the microscope was planted in my mind by a grain man. It didn't grow spontaneously. There was a shrinkage of grain in transit; the people appealed to the traffic manager, but a grain man away back yonder said that grain in transit would lose weight, a cause for which a common

carrier is in no wise responsible. This correspondence was among grain men. I don't care a fig for railroad men, but I have great respect for the opinion of a grain man. I can tell you what grain men have said on this question during the past fifteen years. I think it was about 1892—first trace of correspondence I have on this subject. The issue before the people with whom I had this correspondence was, How much in the ordinary handling of grain may we expect to lose for which the railroad company is not responsible? The impression which came to me was the average one, that it would be three-fourths of one per cent. Now, this was a widespread idea fifteen years ago. I have discussed this matter with Mr. Hall of the Hall Grain Company a number of times. Mr. Hall makes his home in Europe and comes to Kansas City only when he runs out of gasoline. I have a letter from Tapley Bros. & Co., August 16. They found that one-half of one per cent would cover the loss, except where cars have unusually rough handling. Midland Elevator Company, in this town of Kansas City, where they do so many big things, according to speakers yesterday, say: "Our average shortage," unloading for Peavey Grain Company, was one-fourth of one per cent. Wilson Grain Company say: "We find that a loss of one-half of one per cent is very safe reckoning on a large line. We have frequently figured up a loss of three-fourths of one per cent." And so on. This was fifteen years ago. Meanwhile, there has been remedial legislation—and a lot of remedial legislation. There is a great infrequency of the 110 off, such as prevails in Kansas City and Omaha. State inspectors have been appointed.



SECRETARY E. J. SMILEY.

The eye of our governmental organization is on the thing.

I want to read you some extracts of a later period. Not of a railroad man—some of you fellows out here. I remember talking with Oliver Denton up there at Leavenworth. He said lots of times he had a wagon-load of grain, ran it back and weighed it, ran it up again and weighed it again, and it weighed less.

Denton Bros.—"One-fourth of one per cent." W. B. F.—"One-fourth of one per cent." That was when crops and a condition of moisture, and all these things, caused these matters to fluctuate. E. Chase, from 2 to 10 bushels a car; Crowell Lunher & Grain Company, up there on the west extension, one-fourth of one per cent; Updike Grain Company, "Positively no shrinkage at all." (I am under the impression that was written by an ex-grain man.)

There was a man spoke here yesterday afternoon, and I fell in love with him right off. Some of you fellows were talking against paying interest on drafts. In discussing this matter, take your grievance to the committee on the Board of Trade. They will treat you right.

I have personally inspected cars, and one-half had lost at least two per cent moisture. The balance of the load had lost at least one-half of one per cent, owing to the fact that the jobbers supposed the car had been in transit long enough to lose two per cent of moisture. I am aware of the fact that elevators have been in the habit of taking 100 pounds. I wasn't satisfied even with all that. I wasn't satisfied with what these grain fellows told me altogether—wasn't even satisfied with the opinion of these governmental experts. About eighteen months ago we undertook a little experiment of our own. We had two cars especially fixed until they were absolutely leak-proof. I think they would have held water. There couldn't any grain get out of them any more than a man could get out of the penitentiary with a toothpick. We weighed the car, and weighed it right on the railroad scales; ran the car down to Atchison; weighed it and unloaded during the process of test; weighed it before it went into the elevator; weighed it in the elevator; weighed it out of the elevator; brought it down to Leavenworth, and did the same thing. The grain company did the same thing at Kansas City, and the Kansas-Missouri elevator ran the car down to Coffeyville, where the same thing was done a little later. In this our scale test-car we had a scale expert, so that the track scales could be brought to

track standard test. I wish to call attention to some experimental features of that test, as shown on that little printed slip. I want you to notice that between this movement at Omaha and the weighing in at Atchison in the elevator there was a slight decrease in the weighing as between the weighing in at Atchison, and little further on there was an increase. Then I want you to notice another curious thing. At Atchison, between the first track scale weight and the second track scale weight, there was a loss. I believe it was at Kansas City. At Kansas City it weighed more after it got out of the elevator than when it went in. Now, all of this grain was carefully watched. Three men went along. One was a German, whose father was an expert in Germany.

I want to call your attention to the way this natural shrinkage matter has been applied on the question of freight claims. While these experiments were going on, you may remember that the Rock Island was abandoning all attempts at natural shrinkage—they would no longer attempt to enforce it.

I am trying to get at the truth out of this thing—to give you a reflex of my mind in this matter. I sent a man last summer up to a big mill to find out why the out-turn of the elevator always ran under, and he said some very interesting things in favor of the little country elevator. He said in his experience everything that comes out of a little elevator runs a little short, and lots of times it runs into the little elevator a little over.

A man told me this morning, right here in this building, that there is more or less fallacy in this thing; that the railroad companies are, through the medium of their agents, trying to enforce something that was a figment of their imaginations. What are you going to gain? a fellow said the other day. I am going to gain two things. I hope this—it isn't a vain hope either—I have suggested the wisdom of a little more tolerant attitude on any question. I am a sorry fellow, I know, but I hope I have demonstrated by the rules of your own people that our attitude has not been groundless, and we have agreed to the general attitude as expressed by grain men. One man told me this morning, "I am going to move a deduction of one-half of one per cent. I think it is fair." We have quit doing the thing, and I want to commend the courage of Mr. Smiley in suggesting that this subject be brought up in discussion.

I cannot refrain from closing without an appeal for a more cordial relationship between the people and the railroads. Even the claim department has its troubles. The time will never come, I suppose, when the claim agent will sit in a golden chair and touch the comet's tail.

Mr. Murphy announced that the Board of Trade of Kansas City had arranged for a dinner for the visiting grain dealers at Elm Ridge Club on Thursday evening. He further stated that arrangements had been made to entertain the ladies at the Willis Wood Theater, supposing they would object to being left behind while their husbands were being entertained at Elm Ridge Club, and that arrangements had been made for a suite of rooms at Elm Ridge Club in case the Association could not get through with executive meeting.

President Cox postponed discussion of the "Natural Shrinkage" question until afternoon session.

The session was then adjourned.

AMERICAN GRAIN ABROAD.

The afternoon session was opened by an address by Mr. J. D. Shannahan, of the United States Department of Agriculture, as follows:

What I am about to say can hardly be dignified into an address, as I came entirely without preparation. Mr. Smiley insists on my saying something to you, in view of the fact that I have lately returned from a visit in Europe, where I went to review the work of investigation that the Department of Agriculture has been carrying on during the past several years. And I wish with all my heart that I could conscientiously give you a more pleasing report as to the attitude of our European customers for grain toward our merchants, grain inspectors and the grain trade generally. To go into this thoroughly would be a long story and cover ground with which most of you are familiar.

Speaking generally, there are three different forms of contracts used in the purchase of grain in the European importing countries, namely, "equal to the average of the season's crop" at the time and place of shipment, which contract is used largely in dealings with our Pacific Coast trade, Australia and India; "shipment equal to a sealed sample," the meaning of this being obvious, and is the contract used generally in trade with Russia, principally because of the fact that the quality of the grain varies in different parts of that country, and the unreliability of the average Russian merchant. The form of contract used in trade with our Atlantic and Gulf ports provides that an "official certificate of inspection shall be final as to quality."

The above-mentioned ports and import ports are the only ones to which the privilege of trade upon these contracts is granted. Up to within a few years ago deals made upon this form of contract proved entirely satisfactory, as the inspection was reasonable and reliable. About ten years ago complaints began to come in from our European customers on account of the poor and unsatisfactory quality of the grain delivered upon these contracts, and the unreliability of the inspection certificate, and owing to the fact that most of the European commercial bodies, such as exchanges,

bourses and kindred organizations, are in different ways connected with and controlled by the different governments, the Europeans had a very well grounded idea that the United States government either issued these certificates or acquiesced in their use.

The Department of Agriculture has had a representative in Europe during the past three shipping seasons examining cargoes of American grain as they arrived at different ports. During the first season the percentage of corn that was found to be out of condition upon arrival amounted to something more than 16 per cent of all that was examined. During the next season the percentage ran up to 19 per cent and over, and during the season just past the percentage dropped down to 6½ per cent, owing to the high price of corn in the United States and the consequent shutting off of exports.

It has been my observation during the past several years that by far a larger proportion of poor than good corn is induced to our seaboard by a more liberal inspection and grading than elsewhere, a fact which has proved more or less disastrous to our export trade.

The European's ideas as to the size of our country and the distance between our ports are rather vague and, as a consequence, he cannot understand why the quality of the grades of corn vary so much in the different ports of export. The great desire on his part is that the grading should be not only reliable, but uniform, and, as a matter of fact, I am inclined to think, after careful observation, that if we try we could do more than we have done to satisfy his desires in this respect, which, on the whole, I believe to be conservative as compared with an American point of view.

About the time I arrived in Europe European millers were receiving wheat shipped from this country and graded as No. 2 hard winter wheat, none of which, in my judgment, was worthy of the name or grade. In

During the period mentioned there were shipped from the United States something like 486,000,000 bushels of corn. I have estimated that a reduction of 4 per cent in the amount for excess moisture content would have put this corn in condition to have brought this extra 5 cents per bushel, which would have sold for something like \$9,000,000 above what was realized for the corn in its wet condition.

I think this is worthy of thought on the part of our exporters, as I am quite sure that a united effort to better the quality of our export grades would be rewarded by correspondingly better prices for our corn in Europe. And, in relation to hard winter wheat, I believe the shipping of mixtures from our Gulf ports, and the shipping also of poor wheat in bad condition from our Gulf ports, invites disaster from heating in transit, all of which is reflected back upon the reputation of Kansas hard wheat and the prices that can be obtained for it in Europe.

Mr. Shannahan's speech is followed by a lively discussion regarding the natural shrinkage of grain in transit.

Secretary Smiley proposed arbitration, to which many members readily agreed.

Mr. W. F. McCullough, president of the Wichita Board of Trade, then spoke of the "Natural Outlet for Kansas Grain."

Mr. H. B. Dorsey, secretary of the Texas Grain Dealers' Association of Fort Worth, Texas, was to speak on the objectionable features of the "Uniform Bill of Lading," but it being suggested that the following morning's program was not

Mr. Dorsey then considered exhaustively the various objectionable features of the uniform bill, concluding by reading a bill of lading he would recommend, which contained only six lines—a receipt for the stuff.

Following Mr. Dorsey's speech, there was much lively discussion and many questions asked of the speaker, led by Mr. Madden with, "Why can't we sign these bills of lading and make notation on same that they were signed under protest?"

Mr. Dorsey answered by saying: "That's like the fellow in jail—he is there all the same."

Mr. Shields and some other railroad men believed Mr. Dorsey and the members of the Association were worrying about something unnecessarily. The railroad men generally seem to think this bill represents the "best judgment of the railroads and the shippers of the United States."

Many members were anxious to have this matter put in shape, considering it the most important business that had come before the convention.

Mr. Smiley proposed that a complaint be filed with the Commerce Commission, but some complained there was not time. Mr. Smiley believed there was and cited the case of a shipper in Oklahoma, who was charged 10 per cent additional, because he refused to sign the bill of lading. Mr. Smiley wrote the freight claim agent in that town asking if it must be understood that no claims are to be paid on that bill of lading. He requested they be returned and they have been paid.

After further discussion the following resolution was adopted:

Whereas, The present uniform bill of lading, as presented by the various railroad companies, we consider as unfair, unjust and very detrimental to our interests; be it

Resolved, That our secretary be hereby authorized to act in conjunction with the secretaries of other like associations in an endeavor to eliminate the objectionable features of said uniform bill of lading as the various secretaries in their judgment think best.

ELEVATOR SITE LEASES.

A. G. Dickinson of Humboldt, who has prepared for the Kansas legislature a bill holding railroads responsible for losses caused by them to elevators located on their rights-of-way, then addressed the convention on this subject, as follows:

The elevator man by his form of lease admits the ordinary risk, but he does not admit the consequences for the carelessness or negligence of the employees of the road, and I do not believe that even though the railroad companies insert this in their leases that it is binding. The courts have decided time and time again against such exemption and liability, and I am of the opinion that the leases do not bind, even though they have these clauses in. I think we ought to present a bill to the Legislature prohibiting the railroad companies from putting these clauses in their leases, that will give the grain dealer situated on the right of way the same chances for damages that it does to other people under the modern law.

Now, in regard to the subject of losses, Mr. Smiley gave me this subject, thinking I would stick to it. I think this clause should not be put in the lease, together with about a score of other clauses, so I have prepared a paper as follows:

The question of losses caused by the railroad companies to property situated on the rights of way of the railroad companies involves the whole question of leases and sidetracks, and is probably one of the most important questions to be considered by this Association.

It is important for many reasons. Probably 90 per cent of the grain dealers of Kansas have their elevators or warehouses situated on the right of way of some railroad, or are situated on their own land adjacent to the railroad right of way, and must have switch tracks. Thousands of dollars' worth of property is situated on the right of way of the railroad companies, and the dealer is exposed to damage by the railroads from fire and other causes. In order to handle large amounts of grain economically it is necessary that the grain dealer have his elevator on the right of way, where he can use the railroad company's sidetrack to load his grain, or that he be situated close enough to have a private switch run to his elevator or warehouse.

It is an important question, because the railroad companies are not inclined to deal fairly with the grain dealer in regard to leases and sidetracks. They compel him to sign a lease agreeing to free them from all liability for the carelessness or negligence of their employees. They compel him to sign a lease upon which he expects to erect buildings at an expense of thousands of dollars, agreeing to vacate and give pos-



THE RESOLUTIONS COMMITTEE, KANSAS GRAIN DEALERS' ASSOCIATION.

my judgment also, there is no wheat raised in this country worthy to be called "hard winter wheat" east of the ninety-fifth meridian in Kansas.

Previous to receiving the above-mentioned wheat, the European miller had been receiving his supply from the Argentine, whose wheat compares favorably with that of Kansas, which they purchased and used, especially in Germany, to mix with their native wheat, which is very soft and weak. The Argentine supply becoming exhausted, large amounts of wheat were contracted for in the United States, a greater part of which was shipped and graded out of Chicago, and was composed mostly of the soft-hard winter wheat, such as is grown in Missouri and Illinois and some parts of Nebraska. Other portions of this wheat were distinctly mixtures of hard and soft winter wheats, which, according to the rules for grading, the Illinois State Inspection Department justifies the inspectors in so grading. The provisions in these rules under which this wheat was graded were inserted some years ago to protect the Chicago "contract grade," into which this hard winter wheat was for several years admitted only at a heavy penalty. Since the first of October last year this wheat has been admitted to the "contract grade" on the same basis as red winter wheat.

The receipt of this wheat in Europe was very disappointing and many bitter complaints were made, especially by the Germans. At the same time they were receiving wheat from our Gulf ports which, while being of the true hard wheat character, contained so much moisture at the time of shipment that much of it was heated and badly damaged in the ships.

During my visits to these foreign markets I made an endeavor to obtain from such merchants as were recommended to me as being reliable information as to the relative price American corn should bring on the markets of Europe under normal conditions, as compared with the corn of other countries, and I was told, almost without variation, that American corn laid down in Europe in as good condition as that received from other countries would bring at least 5 cents per bushel more in price than any of the other corns. I have carefully gone over the prices for corn from different countries, including America, as quoted "off-stands" Mark Lane, London, during the past six years, and I found that the average price received for the American corn during that period was 2 cents below the average price of all the other countries, and that the corn from Russia sold on an average 5 cents per bushel higher than that from America.

very lengthy, the address was postponed until 9:30 Thursday morning, when the matter of the uniform bill of lading should be discussed.

Afternoon session then adjourned to permit the Association to be entertained at club rooms by Railroad Club.

THURSDAY'S SESSION.

After the morning session had been called to order the discussion of the uniform bill of lading was taken up. Mr. Dorsey introduced the subject by saying:

I consider the uniform bill of lading, as recommended by the Interstate Commerce Commission, and now put in use throughout the country, one of the most serious problems confronting the grain dealers of this country. It appears that it was an agreement, or rather a compromise, between the Illinois Manufacturers' Association and the railroad companies, and no attention or protection seems to have been given to the grain trade. There are a number of provisions in this uniform bill of lading which leaves the grain man without protection, leaves him to the mercy of the railroads and without protection in the courts of the country. The most serious objection is the requirement on the part of the railroad companies to have the signature of the shipper, in which he releases himself, his assigns, etc., or anyone interested from any liability under certain conditions. And it is supposed to be a mutual contract. A mutual contract is one that is acceptable to both parties.

Under the uniform bill of lading the grain shipper particularly is required to sign a contract which is not acceptable—not acceptable to any grain shipper. It cannot be. He is required to sign that contract in order to obtain the transportation necessary. He is forced to sign away his rights in order to obtain this transportation, and my judgment is that when these claims come up for adjudication, before the claim of a shipper is rejected or declined, as many of them ought to be, it is going to put the question up to the courts of the country whether you have mutually agreed that the railroad companies be released from all liability. This is a mutually signed contract. Here is your signature, Mr. Shipper. You have agreed to release the railroad; you have no standing in court. I think that is very unfair and unjust.

session upon thirty days' notice. They compel him in order to get a lease, location or switch track, to sign a lease with, perhaps, a score of conditions that are an insult to the intelligence of the grain dealer. The violation of any of the provisions works a forfeiture of the lease. The railroad companies arbitrarily raise the price of the rentals of these leases whenever they please to do so. They compel the grain dealer, in order to get a switch track, to pay for the track in full in advance and then give it back to the railroad company. In fact, the treatment which the grain dealer receives at the hands of the railroads in regard to leases and switch tracks is the worst injustice practiced by any corporation in the state, and the practice of compelling the grain dealer to pay for his switch track and then give it back to the railroad company is the worst graft in the state.

Again, this question is important because there are no adequate laws regulating and controlling these things. The railroads can put anything they may choose in a lease, either for a location or a switch track, and the shipper is either compelled to accept the conditions or haul his grain in wagons and shovel it in the cars by hand.

These are some of the reasons why the liability clause, together with a score of other clauses and conditions inserted in leases by the railroads of the state, is important to this Association.

The law compels the railroads to furnish adequate accommodations and facilities for passenger traffic and for local freight traffic and for the loading of live stock, but for facilities for loading and shipping the most valuable product which Kansas produces, namely, grain, the law is inadequate and useless. The law leaves the grain dealer to the tender mercies of the railroad companies.

I am in favor of this Association endeavoring to get some good, wholesome legislation passed by the Kansas Legislature, not only covering the liability of damage to property on the railroad right of way, but covering leases for locations of elevators and warehouses on the right of way, and compelling the railroads to furnish switch tracks for all industries, whether located on the right of way or on their own land adjoining the right of way. I think the best way to do this would be through the Board of Railroad Commissioners, by amending one of the laws we now have on our statute books, Chapter 351 of the Session Laws of 1905, and by making a new law prohibiting the railroads from putting the exception from liability clause in their leases and giving the board full control of all leases and sidetracks.

I am also in favor of the Board of Railroad Commissioners being appointed by the Governor instead of being elected as they now are. It is an easy matter for the railroads to control the state primary enough to get a Board of Railroad Commissioners who will be favorable to their interests, but, if the Governor appointed the board the responsibility would rest with the administration, and I am of the opinion that it would be an improvement.

In order to facilitate matters and give you my idea of what legislation is needed, I have drafted two bills, which I am pleased to submit for your consideration. One of these bills is to authorize the appointment of the Board of Railroad Commissioners instead of their being elected. The other bill is to cover, so far as possible, the question of liability to property on the right of way of the railroad company, and to amend and strengthen the law in regard to switches and sidetracks for industries of all kinds. I think these bills, if enacted into law, will go a long way toward giving the grain dealer relief, but in addition to this I would suggest that this Association frame a bill and, if possible, get it enacted into law, giving the Board of Railroad Commissioners, so far as possible, control of all leases for locations for industries when same are located on any railroad right of way in this state.

The present law states that if a mill or elevator is built, then you can build any sidetrack. It leaves out all other industries. I would amend it as follows:

"An act amending Section 1 of Chapter 340 of the Session Laws of 1905 of the state of Kansas and repealing said Section 1.

"Be it enacted by the Legislature of the state of Kansas. Section 1. Section 1 of Chapter 340 of the Session Laws of 1905, providing that the Board of Railroad Commissioners shall be elected at each general biennial election in the same manner as other state officers are elected, and shall take office on the second Monday in January after their election; provided, that in case of a vacancy in said Board the Governor shall appoint some suitable person to fill such vacancy, is hereby amended to read as follows: The said Board of Railroad Commissioners shall be appointed by the Governor, such appointments to be made at the expiration of the terms to which the members of the said Board now serving have been elected.

"Section 2. In case of a vacancy in said Board the Governor shall appoint some suitable person to fill such vacancy.

"Section 3. Section 1 of Chapter 340 of the Session Laws of 1905 is hereby repealed.

"Section 4. This act shall be in force and take effect upon its application in the official state paper."

I propose also the following bill:

"An act relating to railroads and the Board of Railroad Commissioners and to the construction of sidetracks, switches and other facilities upon the rights of way of railroad companies to grain elevators, flouring mills, warehouses and manufactories located on lands adjacent to the right of way of any railroad company in this state and regulating the making of contracts pertaining thereto, and prohibiting contracts against the consequences of negligence between such railroads and the parties owning and operating such buildings, whether the same are situated upon the right of way of said railroad company or not, and repealing Chapter 350 of the Session Laws of 1905 and amending and repealing Section 1 of Chapter 351 of the Session Laws of 1905."

[The bill provides, Section 1, that the Railroad Commissioners shall require switches or sidetracks to be

built to mills and elevators, as well as other institutions located within a quarter of a mile of any regular station, said switches to be on the company's right of way; said elevator (Section 2) to have a switch or sidetrack, must cost at least \$3,000, and guarantee to ship 25 cars of grain annually. The owner to file plan for laying said track and deposit \$50 to pay costs before the Railroad Commission. Sections 3 and 4 refer to the method of procedure to force compliance with Sections 1 and 2. Section 5 provides for refunding the \$50 deposit at the rate of \$1 per car of freight shipped over said switch. Section 6 provides that the said track shall remain under the control of the railway company and forbids any charge for switching. Other sections refer to details not provided for apparently in the existing laws.]

Concluding, Mr. Dickinson said: "So you find that the penalty is already in the law to make the law effective, and I think Section 1 of the proposed second bill would make it effective. In order to get my ideas before you I have given you more nearly what the grain dealers need in the way of legislation. I have written these bills and must submit them for your consideration."

The final Thursday afternoon session began with the reading of the report of the auditing committee, and on motion the report of the committee was adopted as read.

The report of the committee on interest on



NO "BLEEDING KANSAS" FOR THESE GRAIN MEN.

drafts, being next called for, Mr. Bradley explained that the subject of "Charging Interest on Drafts" was signed by seventeen commission men, including the president of the Board of Trade. At the Board of Trade they seemed to be willing to co-operate with the Association.

The agreement is as follows:

At a meeting of the Kansas Grain Dealers' Association, held in the Railroad Club Rooms, on February 2, 1909, the following committee, Eugene Kelly, W. C. Brown and J. C. Bradley, was appointed to confer with the commission men of the Kansas City Board of Trade to see if some movement could not be arranged so that the charging of interest on drafts made on grain will cease when said grain is sold. The above committee hereby submits the following agreement as the result of its work:

"We, the undersigned, members of the Kansas City Board of Trade, agree to co-operate with the Kansas Grain Dealers' Association to stop charging of interest on drafts on the date the sale of grain is made, and that the purchaser pay same date of purchase.

(Signed),
"E. D. Fisher,
"Grant W. Kenney,
"Roehen-Cary Grain Co.,
"Broadnax McL—,
"Croysdale Grain Co.,
"Root Grain Co.,
"Moore Lawless Gr. Co.,
"Vanderslice-Lynds Co.,
"Metropolitan Grain Co.,

Geo. A. Adams,
Kemper Grain Co.,
Hall-Baker Grain Co.,
The Moffatt Com. Co.,
A. Logan,
D. C. Christopher & Co.,
Missouri Grain Co.,
Grier Grain Co."

President Cox: Your committee recommends that the secretary take this matter up. You have heard the report of the Interest on Drafts Committee?

Mr. Madden: I move that Secretary Smiley continue the work.

President Cox: That the committee be discharged and the work continued by Mr. Smiley, secretary. Motion prevailed.

RESOLUTIONS.

F. A. Derby, chairman of Resolutions Commit-

tee, recommended the adoption of the following resolutions:

TRADE RULES.

Whereas, This Association has deemed it wise to and did by its vote at the meeting in Wichita adopt the National Trade Rules for use among its members; and,

Resolved, That any National Trade Rules added from time to time by exchanges of the trade be adopted.

INSPECTION FEES.

Whereas, A bill has been introduced in the Kansas legislature providing for an increase of 50 per cent in the fees for the inspecting of grain by state inspectors, as follows:

Whereas, We believe that the present fees are sufficient to provide for the adequate and proper inspection of grain, and that an additional cost will be an undue and unnecessary tax on the grain dealers of the state; therefore, be it

Resolved, That we protest against any increase in the present fees and urge the defeat of any bill looking toward such increase, and that the secretary be instructed to use his best efforts to this end.

BUCKET-SHOPS.

Whereas, Our President has emphatically denounced "bucket-shops" as a detriment and disgrace to our state; and,

Whereas, A bill has been introduced in the legislature of Kansas, which, if passed, will make it impossible for such nefarious gambling institutions to exist; therefore be it

Resolved, That we endorse the bill and recommend its enactment into law.

It was first moved and seconded that this resolution be adopted. There were many objections, and a sharp debate, but, on motion of J. C. Robb of Wichita, the resolution was finally tabled.

President Cox announced he did not present the above resolution; he wanted that understood, but he said he expects to continue fighting "bucket-shops" first and last. When asked if he expects to fight them as an individual, or to use his influence as president of this Association, he answered, "As an individual."

FUTURE TRADING.

Whereas, There is pending in the Congress of the United States certain measures having for their object the abolishment of future trading; and

Whereas, Such measures may have the effect of preventing the buying or selling of commodities, or contracts for certain commodities, for cash or on credit, for present or future delivery, as carried on by the legitimate grain exchanges of this country, and thus greatly hamper the trading in grain and affecting adversely the interest of the farmer, the grain merchant and the miller; therefore, be it

Resolved, By the Kansas Grain Dealers' Association, in convention assembled, that while we favor any legislation that will destroy the greatest gambling device of modern times, termed bucket-shops, we petition our members in Congress to use their influence to prevent the enactment of any laws which will affect injuriously the future trading in grain as carried on by the legitimate grain exchanges of the United States of America.

GOOD ROADS.

Whereas, The subject of Good Roads is one of vital importance to the grain dealers of Kansas; therefore, be it

Resolved, That we commend the efforts of the Kansas legislature assembled in its effort to promote the interests of every citizen of our state, and especially that of the grain dealers, by providing for good public highways; and that a copy of this resolution be sent to the governor of the state of Kansas.

DOCKAGE AT KANSAS CITY.

Whereas, We understand that the motion to abolish the 100-pound deduction in the Kansas City market was lost by a vote of 74 to 54, it requiring two-thirds majority to adopt; therefore, be it

Resolved, By the Kansas Grain Dealers' Association that a vote of thanks is due and is hereby tendered to the worthy 74 who voted for the abolishment.

THANKS TO ENTERTAINERS.

Whereas, The Railroad Club of Kansas City has shown great courtesy to the Kansas Grain Dealers' Association in the entertainment and the placing of their auditorium and club rooms at the disposal of the Association and its members; and

Whereas, The Kansas City Board of Trade has been equally diligent in entertaining our members while in their city; therefore, be it

Resolved, That the heartiest thanks of the Association are hereby extended to the above organizations, and that a copy of these resolutions be banded to each.

Mr. Madden: I desire to say that the Kansas City, Kansas, Board tendered us, I believe in good faith, an offer to entertain us. Believe we ought to thank them.

A motion was made to table this recommendation, but, after the president put it to vote, the motion prevailed for vote of thanks to the Kansas Board of Trade.

Mr. J. H. Hillyer offered the following resolution:

Whereas, This organization is primarily an association of and for country grain dealers and shippers; therefore, be it

Resolved, That it is the policy of this Association that all elective officers and directors, except secretary and treasurer, must and shall from this time on be owners or operators of at least one country elevator or grain warehouse.

Many objections being made to this, it was finally tabled.

NATIONAL ASSOCIATION.

Mr. Derby announced a resolution offered by Mr. A. H. Bennett, as follows:

Whereas, Former officers of the National Association have made repeated efforts to mend the breach which has existed between it and the Kansas Association; and

Whereas, Its present officers have recently renewed those efforts and have again asked us to become affiliated with them; and

Whereas, Their last effort embodies in it a further request that we at this meeting elect a director to the National Association, so that we may be properly represented therein; and

Whereas, If perfect harmony existed the two Associations might work together to the good of all concerned and the grain trade in general; therefore, be it

Resolved, That we accept the proposal of the National Association and reaffiliate ourselves with them on the same basis as we were heretofore, and at the election of officers for this coming year we proceed to elect a director to the National, as proposed by them.

The resolution was tabled. All the above resolutions except as otherwise noted were adopted.

INSPECTION DEPARTMENT.

Secretary Smiley read a copy of an act to amend Sections 8 and 11 and Chapter 222, entitled "An Act in relation to the inspection, storing, weighing and grading of grain, and providing penalties for the violation of certain provisions therein, and to repeal Chapter 450 of the General Statutes of 1901 and Chapters 325 and 326 of the Session Laws of 1903, and all other acts and parts of acts in conflict herewith."

[The bill provides that fees paid for inspection, etc., shall be as follows: For inspecting and sampling each carload, 70c.; for inspecting out of elevators, 50c. per car; for weighing into warehouses, mills or elevators, 70c. per car; for weighing out grain that has previously been weighed by the state, where certificates are required, 40c. per car; for weighing out where no certificates are wanted, 20c. per car; provided, that when a public warehouseman is moving his own grain from one of his warehouses to another a fee of 15c. shall be charged for weighing in; for re-inspection, where the former inspection and grade are sustained, 70c. per car; and in all cases where extra samples of car lots of grain inspected are demanded, the charge for each sample be 25c.; provided, that whenever track scales are provided by the elevator or warehouseman suitable for weighing all grain in carload lots, all grain delivered to any such elevator or warehouse shall be weighed by the State Grain Inspection Department before the seal of the car in which it is loaded is broken; and, thereupon, such grain shall be tested, inspected and graded, and after the grain has been removed from such car, the car shall by the department be inspected and again weighed by the department. The name and postoffice address of the consignor of such car, when the same are known to the department, shall within ten hours after inspecting such grain be mailed to the consignor with a statement of the gross weight of such carload of grain, the total net weight of such grain, the test weight per bushel, and the grade of such grain, and for each car so inspected and weighed on such track scales so provided by the elevator or warehouseman, the fee for weighing into warehouses, mills or elevators shall be 50c. per car.

The other section relates to salaries, etc.]

Mr. Kelly objected, and moved that a resolution

particularly strong be drawn against this particular bill.

Mr. Smiley: As shippers of the state of Kansas I certainly think that the present inspection for the state of Kansas should be compelled to handle our stuff. It is a well-known fact that fees are higher in this state than in any state in the Union. Promptly after the governor took his seat ten or twelve of the inspectors, or weighers, were discharged; they were simply drawing their salaries. Now, as to increasing the salary of the chief grain inspector, it is a question in my mind whether we can get a capable man at the salary paid to-day to the chief grain inspector. If you get a competent man he is entitled to a salary of \$2,500 a year. I don't think it is necessary to increase for weighing and inspection as provided in this bill."

Following resolution was offered:

Whereas, We understand that a bill has been in-



SECRETARY SMILEY AND PRESIDENT COX.

troduced in the Kansas legislature providing for an increase of 50 per cent in the fees for the inspecting of grain by state inspectors; and

Whereas, We believe that the present fees are sufficient to provide for the adequate and proper inspection of grain and that an additional cost will be an undue and unnecessary tax on the grain dealers of the state; therefore, be it

Resolved, That we protest against any increase in the present fees, and urge the defeat of any bill looking toward such increase; and that the secretary be instructed to use his best efforts to this end.

It was moved and seconded that the secretary be authorized to use his best efforts to this end.

Mr. Smiley suggested the appointment of a committee to take the matter up with the governor of the state.

Mr. Dickenson moved to authorize the chair to appoint a committee to act in connection with the secretary. The motion was carried.

The convention then took a recess to meet at the Elm Ridge Club, at 5:30 p. m.

FINAL SESSION—AT ELM RIDGE CLUB.

On reassembling President Cox announced the first business to be the election of officers, the first officer to be elected being that of president for the ensuing year.

Thereupon the following officers were elected for the ensuing year:

President, R. E. Cox, Elsmore.

Vice-president, J. C. Robb, Wichita.

Directors—First district, F. J. Thompson, Holton; second district, Perry N. Allen, Coffeyville; third district, Joseph Latshaw, Wilson; fourth district, Eugene Kelly, Wichita.

Secretary-treasurer, E. J. Smiley.

Each of the officers named acknowledged their thanks by a brief address when called on.

President Cox then took up the matter of uniform grading of wheat—"Can the Kansas dealers recommend the uniform grading?"

A lengthy discussion followed, and many arguments were made. Finally, a motion was made by Mr. Madden that the secretary be instructed to meet the governor of the state and formulate a rule something like Minnesota's rule for grading. This motion was carried.

It was moved and carried that the secretary of this Association be, and he is hereby, authorized to have sufficient copies of the paper read before this Association by A. G. Dickinson, together with the proposed bills presented by him, to be printed; that each representative and senator of the Kansas Legislature be furnished with a copy of same and urged to support the bills; and that the secretary of this Association have the attorneys of this Association present these bills and do all that is possible to get the Kansas Legislature to enact them into law; also, that the secretary of this Association be and he is hereby authorized and instructed to have the attorneys of this Association draft a bill and have it presented to the Kansas Legislature and endeavor to have it enacted into law, giving the Board of Railway Commissioners, so far as it is possible, full control over all leases for locations for industries in this state.

This closed the annual convention of the Kansas Grain Dealers' Association, which convention was then adjourned to be entertained at the club by the Kansas City Board of Trade.

CONVENTION NOTES.

M. McFarlin and E. L. Bowen were visitors from Des Moines, Iowa.

The Chicago market was represented by P. S. Goodman, with Clement, Curtis & Co.

Secretaries of other state associations present were Geo. A. Wells, Des Moines, Iowa; C. F. Prouty, Oklahoma; H. B. Dorsey, Texas.

H. F. Probst of Arkansas City, Kan., the "German Comedian," will start about March 1 on a six weeks' trip to the Pacific Coast and Oregon, where he will investigate western grain conditions.

H. A. Foss, chief weighmaster of the Chicago Board of Trade, and F. L. Schuyler were guests at the banquet given by the Kansas City Board of Trade on Thursday evening, at which Mr. Foss was one of the speakers.

Fire insurance companies were represented by Wm. Sloan, J. J. Fitzgerald and C. E. Bowers, of Grain Dealers' National Mutual Fire Insurance Co., Indianapolis, Ind.; G. A. McKinney and R. E. Watson, of Millers' Mutual Fire Insurance Association, of Alton, Ill.

From Nebraska there were D. C. Bishop, Superior; D. C. Hauck, Fairbury; M. J. Stoetzel, Roseland; G. P. Bissell, Central City; E. J. Tucker, Howe; F. E. Warren, Reynolds; O. W. Fensner, Ragan; and from Missouri W. H. Herroun of St. Joseph and H. Reed of Drexel.

Miss Nell Hilliker, representing the Kemper Grain Co. of Kansas City, Mo., was present at a number of the business sessions. Miss Hilliker travels extensively in the Southwest, and her reports of crop and trade conditions are an authority on the Kansas City market.

Machinery interests were looked after by J. Q. Smythe, with S. Howes Co., Silver Creek, N. Y.; Frank Murphy, of K. C. Mfg. & Supply Co., Kansas City; H. C. Draver, with Huntley Mfg. Co., Silver Creek, N. Y.; Ben Ordway, with Invincible Grain Cleaner Co., Silver Creek, N. Y.; J. W. H. Harris, of Great Western Mfg. Co., Kansas City;

F. E. Lehman, with Prinz & Rau Mfg. Co., Milwaukee, Wis.; P. H. Pelkey, Wichita.

One of the largest crowds that ever gathered in the Railroad Club Hall heard the entertainment given by the Railroad Club Minstrels on Wednesday evening. Both dealers and receivers from the Kansas City Board of Trade were present, and late in the evening refreshments were served.

The Automatic Grain Scales, models of which were shown in the anteroom of the convention hall, were continually surrounded by large numbers of grain men during the intermissions from business sessions. A. McLeod, of McLeod Bros., Bloomington, Ill., and R. B. Gibbs showed the McLeod Scale, and Allison Barry exhibited the Richardson Scale.

The Kansas City Board of Trade entertained at a banquet at Elm Ridge Golf Club on Thursday evening. Nearly all the dealers stayed over, and the evening was a most enjoyable one throughout. After the cigars were lighted T. G. Crowell, as toastmaster, introduced the following speakers, in the order named: President, R. E. Cox; W. A. McGowan, president of the Railroad Club; W. F. McCullough, president of the Wichita Board of Trade; Secretary E. J. Smiley; Secretary H. B. Dorsey; Secretary E. D. Bigelow; Secretary Geo. A. Wells; E. F. Madden; H. F. Probst; H. A. Foss, chief weighmaster Chicago Board of Trade.

The following dealers attended: R. E. Cox, Elmore; Perry N. Allen, Coffeyville; S. J. Thompson, Holton; H. C. Thompson, R. R. Sherer, W. H. Hastings, Wichita; M. H. Nelson, Geuda Springs; M. O. Koesling, Bloomington; C. A. Kalbfleisch and A. A. Bradley, Harlan; E. F. Madden, Hays City; W. C. Brown, Palmer; Eugene Kelly and Jas. Dobbs, Wichita; J. A. Bradley, Rossville; F. A. Duby, Sabetha; W. F. McCullough, Wichita; H. F. Probst, Arkansas City; J. E. Andrews, Garden City; W. C. Evans, Schroyer; J. H. Kinnear, Powhatan; H. W. Lloyd, Sterling; M. Chamberlin, Beverly; W. H. Best, Wakefield; John E. Hughes, Culver; Nicholas Smith, Riverdale; R. A. Braik, Erie; Roy McMillan, Downs; S. H. Miller, Wichita; Geo. Craven, Summerfield; W. J. Stoetzel, Roseland; Frank Thomes, Summerfield; E. U. Bailey, Baileyville; L. Cortelyou, Muscotah; G. M. Cassitz, O. W. Hutchison, B. H. Feuquay, Tonkawa; C. B. Tripp, Centralia; J. B. McClure, Fowler; Lee Baumgartner, Bern; C. A. Smith, Wellsville; L. K. Van Horn, Ford; M. Twomey, Americus; J. W. Taylor, Pearl; H. Work, Ellsworth; John Carroll, Chapman; G. L. Baker, Holyrood; R. E. McGrath, Ellsworth; R. A. Dayton, Topeka; S. H. Kilgore, Wichita; F. B. Bonebreak, Osage City; A. H. Bennett, Topeka; J. C. Robb, Wichita; M. Reed and E. L. Reed, Lonsburg; J. H. Lynes, Langdon; L. C. Smith, Abbyville; J. C. Gill, Topeka; A. D. Blanchard, Manhattan; Chas. Heming, Jr., Glasco; M. M. Moser, Sedan; J. W. O'Connor, Hartford; J. F. Luker, Sabetha; H. S. Bryant, Smith Center; James Robinson, Potter; S. C. Iroth, Ellsworth; W. A. Miller, Anthony; R. B. Gibbs, Morrill; Chas. H. Schmidt, Frederic; J. S. Hart, Randall; J. C. Haines, Augusta; E. S. Woodruff, Bennington; J. U. Hinshaw, Plevna; M. S. Graham, Zurich; Geo. B. Bissell, Guthrie City; E. J. Tucker, Howe; Fred Dundas, Hoisington; Frank Montgomery, Stockton; J. D. Mead, Ft. Scott; David Coleman, Denison; J. H. Dongan, Rock Creek; E. M. Elkin, Wichita; J. H. Strahm, Berwick; A. T. Rodgers, Beloit; J. H. Hillyer, Dodge City; F. G. Olson, Wichita; W. S. Williams, Ottawa; W. H. Connett, Axtell; C. E. Sheldon, Everest; T. J. Templeton, Hutchinson; A. E. Harburger, Atchison; D. M. Cain, Atchison; W. C. Kiely and L. O. Ford, Wheaton.

New Orleans in January exported 73,200 bushels of wheat and 951,251:24 bushels of corn.

The Wisconsin Central has opened a new line into Superior. The company has purchased property on the bay front, on which it will erect a modern dock and grain elevator. The work will be started during the coming summer.

IN THE LEGISLATURES.

The Northwest, Minnesota and North Dakota, may be said to be the "storm center" of legislation affecting the grain trade at this time. As a rule, however, the legislatures now at work, more than forty of them, seem to be freer than usual of freak bills. The following is a brief statement of the bills now under consideration, so far as we can find:

California.—Representative Hewitt has introduced a bill appropriating \$12,000 for the improvement of cereal crops of California and providing for supervision and direction by the director of the agricultural experiment station of the University of California of such investigations and experiments as he may deem best for the purpose of discovering and making known such improved methods of cereal culture in the state of California as will increase the yield of cereals, the percentage of gluten therein, or otherwise improve the quality thereof.

Senate bill 600, recommended by the California Prison Directors, authorizes these officers to fix the price, terms and conditions of sale at which jute bags should be sold on account state, and provides for the prosecution and punishment for offenses under the act, etc.

Illinois.—Senator Hall has introduced a bill licensing warehouse men and fixing minimum storage rates. The minimum license fee is to be \$1,000 and may be fixed by county boards, and present lawful storage rates are reduced to 1 cent a bushel for first fifteen days and 1-16 cent per every period of five days thereafter; damp grain, ¼ cent for first ten days and 1-16 cent per five-day period.

Kansas.—Rep. Lauder has introduced a bill prohibiting the opening or operating of bucket-shops, and dealing in grain futures, and prohibits any telephone or telegraph operator from receiving market quotations for bucket-shops. S. B. 426, by Gause, has similar import, being entitled "An act relating to the buying, selling and dealing in grain, stocks, bonds, securities, provisions and other commodities."

S. B. No. 433, by Hunter (by request) is "An act in relation to the inspection, storing, weighing and grading of grain."

Michigan.—(From a Special Correspondent.)—Only two bills have been introduced in the Michigan Legislature of interest to the grain trade, and these but remotely. One bill (S. B. 54) aims to regulate the movements of thrasher engines, allowing outfits weighing 12½ tons to use bridges and culverts of the public highways. The other bill provides that a lien may be put on grain for the thrashing charges.

Minnesota.—(From a Special Correspondent.)—H. F. No. 50, by Mr. Bendixen, is a bill for an act to prohibit unfair discrimination between different sections, communities or localities, and unfair competition in the buying and handling of grain and providing penalties therefor. This bill provides that no company shall pay a greater price at one station than at any other, after allowing for difference in grade and freight. Heavy penalties are provided, as well as a provision that any company violating the law may lose its license to operate in the state. The aim is to prevent line elevators from injuring small elevators by cutting prices.

H. F. No. 73, by Mr. Thayer, is a bill for an act imposing a tax on sales, agreements of sale, made at any exchange, or board of trade, or other similar place in the state of Minnesota. The tax imposed by this bill is one cent for each \$100 of the sale, to be paid by affixing a stamp purchased from the state. Memorandums or written agreements must be made of all sales and stamped.

H. F. No. 124, by Mr. Rodenberg, is a bill for an act to prohibit bucket-shops. There is already such a law on the statute books, but Mr. Rodenberg says he did not know of it and says that

the bucket-shops still exist. His bill fixes heavy fines for those operating bucket-shops.

H. F. 281, by Mr. Zelch, is a bill for an act for the equipment and maintenance of a grain and flour testing laboratory at the College of Agriculture, prescribing duties thereof and appropriating money therefor. The laboratory proposed in this bill is to test wheat and flour for their bread-making qualities to see whether present gradings of wheat are just.

H. F. 335, by Mr. Bendixen, is a bill for an act providing for the submission to the electors of the state of Minnesota of an amendment to Section 5 of Article 9 of the Constitution of the state of Minnesota, by providing for the acquisition of a site or sites for the construction and equipment of terminal elevators by the state, and providing for the contraction of a public debt for that purpose. The proposed amendment, if adopted, would permit the Legislature to take steps to establish and build terminal elevators and bond the state for the cost.

H. F. No. 380, by Mr. Saugstad, is a bill for an act to amend section 3112 of the Revised Laws of Minnesota for 1905, relating to chambers of commerce, boards of trade, etc. This bill provides that no such organization as named shall limit the number of its membership; that the price of a membership shall not exceed \$5,000; that no application for membership shall be rejected, nor shall any member be expelled except for cause, rejection or expulsion for cause, if any, to be subject to review by court. All the meetings shall be open to the Board of Railroad and Warehouse Commissioners; the Commission shall receive notice of the meetings, and they must attend all these meetings in cities of 50,000, keep the minutes and publish them. Penalty, fine of \$500 to \$1,000.

S. The Sundberg bill would abolish the uniform commission charges now made by members of the grain exchanges of the state; the bill would make it "unlawful for any board of trade, chamber of commerce or live stock exchange to adopt or maintain any rule or by-law which in any manner * * * shall require any members to exact a uniform rate of commission, either with members or non-members, on property consigned to him for sale."

Senator Sundberg has a bill to regulate the car service to grain shippers.

N. J. Holmberg has secured the passage of a resolution to investigate the discrimination made against "Velvet Chaff" wheat, with the object of restoring it to the same rank as Blue Stem wheat, so that it can receive the same grade.

Certain public elevator men are seeking the approval by the Railroad and Warehouse Commission of certain amendments of the public warehouse law relating to the mixing of grain. Many of the producers absolutely demand the privilege of keeping their own grain together, regardless of grade, and also of having the grain cleaned and improved at the elevator. By the present law this is impossible in elevators operated under the grain department's direction. No. 1 and No. 2 grain must be kept separate from each other in storage, and no distinction is made between gilt-edged No. 1, weighing 58½ pounds, and that weighing just 57.

Senator Sundberg's resolution asking the Minnesota congressmen to oppose Senator McCumber's bill for Federal grain inspection was adopted after a week's opposition from some members.

Missouri.—The grain exchanges of St. Louis and Kansas City are endeavoring to secure legislation abolishing the charge by the state for weighing grain at those markets.

Senator Eads has introduced a bill providing for the appointment of the state grain inspector by the governor instead of the Railroad and Warehouse Commissioners. Mr. Eads has another bill to abolish the latter board.

A bill has been offered to make unlawful the railroad practice of taking ½ per cent shrinkage

when adjusting claims for loss or damage to grain in transit.

Montana.—Representative Gray has introduced a bill providing for the state inspection of grain, for the creation of the office of state grain inspector and making an appropriation to pay expenses of the same. Referred to appropriations committee.

Nebraska.—[From a Special Correspondent.]—With half the session of the Nebraska Legislature gone and with two-thirds of the time in which measures may be introduced past, only four measures have been pushed which directly or indirectly in any serious manner affect the grain trade or the carrying trade where grain is concerned.

In both houses a bill has been favorably considered, and in the Senate has been passed, which hits directly at the line elevator industry in its competition with farmers' stock companies. It is entitled: "A bill for an act to prohibit unfair commercial discrimination between different sections, communities or localities or unfair competition, and to provide penalties therefor."

Two years ago a law was passed which prevented unfair discrimination in selling between different sections of the state. The bill now about to pass amends this law to affect discrimination in buying as well. It is admitted in debate that its purpose is wholly to cripple line elevators in their competition with the farmers' cooperative elevators. It is claimed that large companies, operating more than one elevator each, are in the habit of paying high prices where they compete with these local companies, being content to make no profit, or to lose a little money in order to "freeze out" the local company. At the same time, as the farmers in the Legislature aver, these companies pay enough less in small towns where no local cooperative companies exist to enable them to pay some dividends on the capital invested where the farmers are in competition. It is claimed that by this method the line elevators have driven out hundreds of cooperative elevators in the state, and that the company with but one elevator is wholly at the mercy of the big line companies. The bill makes a penalty comparatively drastic for this method of operation. Both houses are on record favoring the passage of the bill.

Another bill is entitled, "An act to regulate the receiving, carrying, weighing, delivery and accounting for grain by common carriers and to establish rules of evidence in common with such traffic." This bill makes it imperative on all railroads to install track scales at each station where grain is shipped, or, if this is not done, to compel the railroads to accept the weights of the grain shipper in any controversy over shortage after shipments have been received at the terminal. The bill has passed the house and a similar bill has been considered with favor by the senate. The railroad attorneys have declared such a law will be unconstitutional, since it denies to the railroad any chance to present its own evidence in court if a case is taken there. The supporters of the bill say that it is a copy of part of the Illinois law which has been in force for thirty years and the constitutionality of which has not been questioned. It is admitted by grain shippers that one of the chief intents of the bill is to force railroads to supply cars which do not leak, or be forced to acknowledge a shrinkage without throwing all the expense of suits on claims for damages upon shippers. Grain men complain that the railroads are too slow in acting on claims for damages due to shortage.

Another bill pushed by shippers of grain, coal and lumber is called the reciprocal demurrage bill. It is entitled, "An act to regulate demurrage and storage charges and to prevent delays in the transmission and delivery by railroads of freight other than perishable freight." The

bill provides that shippers may have seventy-two hours in which to load and unload cars, and that shipments when started must be advanced at the rate of sixty miles a day, or the railroads handling such shipments to be subject to fine of \$1 per day for each day the car is overdue on such a schedule. This bill, by joint action of the two houses, has been reported for passage.

A bill to limit the maximum freight train to fifty cars has been championed ostensibly in the interest of shippers to force the railroads to advance shipments without waiting for heavy tonnage. It is claimed that on branches of the roads in the state grain and other carload shipments are sidetracked to wait until tonnage is obtained and thereby shrinkage is enhanced and the shipper also left at the mercy of changes in market quotations. The railroads have practically beat the bill by amendments, with the argument that such a restriction would prevent the handling of freight during the rush of the grain trade in late summer and fall. It is claimed that unless 100-car trains are allowed on the water grade track of the Union Pacific the grain trade cannot be handled at certain seasons of the year.

New York.—F. C. Stevens, superintendent of public works, in his annual report to the Legislature, says that if the barge canal, when completed, shall serve its full purpose, not only will proper terminals in New York, Buffalo and other places have to be provided, but there will also be need of some specific regulations of elevator and carrying charges. He points out the necessity of some specific legislation covering both of these points, and immediate consideration of the subject is urged. He says: "In any system of waterways which involves the breaking of bulk terminal charges play an exceedingly important part and may be so great as to completely nullify the effect which otherwise would come from the maintenance of the free system of waterways."

North Dakota.—Rep. Burnett has a bill providing that grain in elevators and warehouses shall be taxed as personal property at the rate of one-fourth mill per bushel on all wheat, flax and other grain bought, sold, stored or handled during each year. The quantity handled to be shown by the elevator's report.

H. B. 12 by Rep. Kinney is a bill to provide seed to needy farmers and permit them to repay the counties from the crop produced.

Senator Gunderson introduces a bill to prohibit the taking of dockage on "wheat, oats, barley, flax or other grains."

Senator Pierce has introduced a joint resolution proposing that the governor and the attorney-general of the state shall be directed to institute such proceedings before the Interstate Commerce Commission as will ascertain whether or not the freight rates now in force for the carrying of grain in bulk from points in North Dakota to Minneapolis and Duluth in Minnesota, and Superior and West Superior in Wisconsin, are just and adequate or excessive, and, if excessive, to secure the putting into effect of just, adequate and reasonable rates therefor.

A bill will be introduced similar to that described above under heading of Nebraska, aimed at the line companies.

An amendment has been introduced to the constitution to permit the state to buy and lease a terminal grain elevator at Minneapolis and the head of the lakes. The resolution is based on the report of the State Grain Commission, who recommend the project as "the solution for the difficulties of the farmers in getting fair grades, dockage and prices for their grain." The Commission estimates the cost of building a terminal elevator at \$300,000 to \$375,000, and the cost of operation at \$3,600 a month. The Commission investigated the conditions of grain marketing and made an elaborate report, which, however, brought out nothing in addition to what had

already been developed upon the congressional hearing upon the bill for Federal grain inspection.

South Dakota.—[From a Special Correspondent.]—H. B. 20 is a bill to "prevent unfair discrimination in the purchase of grain, live stock and other commodities." The bill is similar to that before the Nebraska Legislature and is designed to meet the same alleged conditions. Complaints are to be prosecuted by the attorney-general, and the penalty is a fine in the sum not exceeding \$5,000.

H. B. 133 is a bill to amend Sec. 485, R. P. Code of 1903, and provides that elevators or warehouses shall file a bond as public warehouseman in a sum ranging from \$2,000 to \$50,000, in proportion to the size of the house, and pay license fee of \$3 to \$10, according to size of the house.

H. B. 178 forbids the formation of pools, combinations, etc., in the grain business, to control prices by agreement, under penalty of fine of \$100 to \$500.

H. B. 229 is a bill prohibiting the sale of adulterated seeds and regulating the weight of seed packages, which shall conform exactly to the weight marked on said package. It provides also for the collection and analysis of seed, and vests the enforcement of the act in the Food and Dairy Commissioner. The bill specifies certain noxious seeds from which "pure" seeds must be free, and defines other impurities.

S. B. 70 is similar to H. B. 20.

S. B. 110 is a bill for an act to govern the distribution of grain cars. It provides that the railroads shall distribute cars "so as to keep all elevators and warehouses handling grain open for business at all times;" shall distribute cars to houses that are full of grain before they do to houses not full of grain; provides that managers of houses that are full shall make affidavit of the fact when asking for additional cars, which affidavit shall be evidence warranting the railroad in supplying extra cars and quicker service; penalty to the railroad for failure, fine not exceeding \$500; to the operator who makes a false affidavit, \$100 maximum fine and imprisonment in county jail.

S. B. 193 amends Sec. 498, Art. 1, Ch. 8, R. C. 1903, to require warehousemen of bonded warehouses to file and publish a schedule of storage rates, which may not be changed during the year, and cause the same to be printed on all receipts and tickets issued by him; said rates to be first approved by the Board of Railroad Commissioners.

The farmers' elevators are trying to amend the corporation law to secure special corporation charters limiting the votes in stockholders' meetings to one for each individual, claiming that if the stock and not the man is allowed to vote the control soon passes into the hands of a close corporation, and the real object of the corporation is defeated. Again, they wish to apportion the profits in a fair dividend upon the money invested to the patrons in proportion to the amount of wheat furnished by each.

Tennessee.—The Tennessee Legislature has voted down by a large majority an anti-futures bill.

Washington.—Senator Cox of Walla Walla has a bill that aims to put grain inspection and supervision of all warehouses under the control of the Railroad Commission, and abolish the Grain Commission. Senator Cox says it is claimed that the inspectors and weighers are not always competent persons.

The surety companies which bond the employes of the grain inspection and weighing department under the jurisdiction of the Minnesota Railroad and Warehouse Commission asked that body to permit them to increase the premium on bonds from \$5 to \$12.50 per annum. The bond is for \$5,000. The state regulates the amount of the bond, but does not set any premium. The Commission thought that \$5 was an ample charge, and urged the agents to advise their companies against the proposed increase.

THE McCUMBER BILL REPORTED.

Somewhat to the surprise of all concerned the McCumber bill, providing for Federal inspection of grain, was reported out by the Senate committee on agriculture on January 16, with the recommendation that it be passed. The bill authorizes the Department of Agriculture to fix definite grades for all grains and to establish inspection offices at Portland, Me., Boston, New York, Philadelphia, Chicago, Minneapolis, Duluth, Superior, Kansas City, St. Louis, New Orleans, Seattle, Tacoma and San Francisco, and at such other important centers of interstate trade and commerce in grain as the Secretary may consider necessary or proper for carrying out the provisions of the act. Grain once inspected shall thereafter be admissible to interstate shipment on condition that the certificate accompanies it, and grains of different grades which are mixed must afterward be reinspected. The burden is placed upon the railroads, which must not ship grain until inspected. Penalties of \$5,000 fine or a year in prison, or both, are provided.

STATEMENT BY THE COMMITTEE.

Senator Dolliver in reporting the bill out-McCumbered McCumber, gave way to denunciations of the grain trade and the commercial exchanges and "their terminal practices." After declaring that "the producer has no voice in determining rules and regulations of inspection and grading, and in reforming the abuses of the system, which operate as a fraud and injustice both upon the producer and consumer," the report points out many reasons for Federal inspection, and says in part:

These evils, which have been established by both the positive evidence of witnesses and the record admissions of the boards of trade and state warehouse commissions, may be epitomized as follows:

Lack of uniformity in the grading of grain at the various terminal markets.

Under the present system, whether under state laws or boards of trade rules, the parties in interest as purchasers at the great terminals dominate and control all rules governing the handling of grain, its inspection and grading. That such rules should be in the interest of the terminal purchasers under such a system is not surprising.

The appointment of inspectors and the fixing of grades are under the control of the boards of trade. The relation between the inspection and grading power and the purchasing interest is most close and intimate.

Appeals from the decision of inspectors are almost invariably taken to a board of appeals, composed of persons who are either directly or indirectly interested in the purchase of grain, from the inspection of which the appeal is taken.

That the inspection and grading departments at these great terminals are subservient to and dominated by the great elevator interests is established beyond question.

As a result of this domination and control has grown what is known as a system of rigid and easy inspection, that is, rigid inspection in the elevator and easy inspection out.

This enables the terminal elevators to buy in the grain generally at a grade less than its true grade, mix it with other inferior grain, and sell the same out at a grade higher than the true grade, thereby making the value of the two grades.

The result of this system is that the producer and independent shipper are beaten out of one grade of grain. The consumer, by having imported upon him a poor grade of grain under a certificate indicating a higher grade, is compelled, after being defrauded several times, to pay a lower price for a given grade, knowing that the grain received will not measure up to the certificate. And as the value of grain on the farm is fixed by the prices paid in the field of consumption, it follows that this unjust and fraudulent system drives the value of our grain downward for every grade.

This is clearly established by the testimony from foreign importers, where, it is said, on account of the frauds perpetrated in certifying grain for export at a higher grade than it is entitled to receive, American grain of a certain grade sells for several cents per bushel less than Canadian or Argentine grain of the same grade.

The report further says that the millers complain in the same way, that inspection certificates are not to be relied upon.

The report then takes up the subject of mixing grain, and cites figures secured by the North Dakota bankers' committee, as to Minnesota terminal elevators, and the figures from the Minnesota grain inspection department, to show that much more high-grade grain is shipped out of the elevators than is taken in, while the low-grade grain taken in does not appear to have

been shipped out in corresponding quantities. "Nearly all the lower grades purchased in," says the report, "disappear entirely in the outshipments. As the value of the grain at the farm is fixed by the prices paid in the field of consumption, it follows," says the report, "that this unjust and fraudulent system drives the value of grain downward for every grade."

According to the committee's report, it is estimated that less than 4,000 men, comprising the various boards of trade, control the trade of the country in grain and arbitrarily fix the grades and price to be paid the producer. These boards of trade are banded together, it is asserted, for the purpose of controlling the business, while the farmers or producers and small shippers are unorganized and unable to obtain adequate justice. In those sections where the great terminal elevators have their line of small elevators throughout the country, they are enabled not only to fix the price, but in many instances give instructions as to what grade shall be given at any elevator, irrespective of what the grain would properly grade.

The report then continues:

The Federal government could adopt a uniform system that would answer all practical purposes and would meet the demands of the commercial world. This would eliminate the present injustices that are perpetrated against dealers, producers and consumers alike. The employees would be free from obligation to the power that secured their appointment. Federal inspection and grading cannot possibly harm anyone except him who is being benefited by the present wrongful system.

But it has been suggested that by the adoption of a Federal system of inspection we would force a double system upon the country. This is not true. Ninety per cent of the grain handled at the great terminals is interstate grain, and no board of trade or state would attempt to continue its inspection system over the other 10 per cent. Again, every producer who desires to secure the actual grain desires also that that grain measure up to the standard of its certification, and such purchasers would demand the Government certificate because it would be the greater confidence.

It is safe to say that all the grain producers of the Northwest heartily desire Federal inspection. All of the independent grain dealers desire it. The great majority of the millers desire it. The foreign purchasers ask it. The Legislature of at least one of the states—and it is one of the greatest grain-producing states in the Union—has petitioned repeatedly by resolutions for Federal inspection. This universal demand of itself should be sufficient to secure this proposed legislation.

Concluding, the report says that only those who are interested in the profits of the present system object to Government inspection; and so on.

REPLIES BY THE EXCHANGES.

Replies and protests, both to the statements of the report and against the passage of the bill, were at once forwarded to Washington from all parts of the country. The Chicago protest took the form of a reply seriatim to the 35 or 40 reasons offered by the report for the passage of the bill, prepared by J. C. F. Merrill, chairman grain committee. It is not necessary to print this protest entire; but some extracts may be interesting, as follows:

The result of climatic influences and soil differences of the three spring wheat states of the Northwest, Middle West (soft wheat), and hard winter Southwest states, necessitates entirely different rules. The same rules cannot be made to apply to the radically different varieties. In corn and oats there is no difference in the rules, therefore none in the grading.

Value is determined in primary markets both by exhibiting samples on which inspectors have fixed the grade, and the grade or inspection, but more on the sample than on the grade. The Illinois Board of Railroad and Warehouse Commissioners determine the rules governing grades, the Chicago Board of Trade can only use such influence as it may possess and, being about evenly divided politically, always has a strong and efficient minority to prevent action other than that indicated for the benefit of the state at large. The commission houses who make a specialty of receiving grain from country dealers and farmers as zealously protect and defend the interests of their clients as other interests contend for their rights. All inspection rules governing the classification of grain in Illinois are determined in mass meeting openly held, due notice of which is given for the purpose, at which recommendations to the Railroad and Warehouse Commissioners are adopted. The Commission after due notice acts upon the said recommendations.

There is no difference in the standard and practice in grading "in" and "out" grain. The inspectors are frequently changed from place to place and work on both the "in" and "out" work. The Chi-

cago Board of Trade through its grain committee maintains an efficient sampling department, which constantly scrutinizes the work of the state department, and reports promptly to the chief inspector any and all errors of classification or tendency to depart from a strict application of the rules.

Dirty grain is cleaned and damp grain is dried, and inferior grain of any kind, if susceptible of improvement, is improved and benefited, the lax method of the farmer in sending it to market being thus corrected and the work performed for him. In this manner grain is raised from a lower to a higher grade. Competition in the Chicago market forces the prices paid for this grain as it arrives to its full value when cleaned, less a close working margin of profit for doing the work.

The foreign importers who buy the grain in most instances do not complain. They almost invariably refuse the higher grade and buy the cheaper. This is a widely known fact. Their methods in selling to smaller dealers in their own country give rise to most of the complaints they make. Americans should not be condemned for the unfair methods of many of the foreign importers. Canadian Fyfe and Bluestem wheat, because of being grown on virgin soil, but mainly because of its higher perfection of quality, due to having grown in more northerly latitudes, outclasses wheat of North Dakota and Minnesota and naturally commands a higher price. Argentine has no system of inspection and classification and sells by sample. Its wheat usually tests above standard weight per measured bushel. American wheat, more particularly Northwestern, usually tests below. The charge of fraud is without foundation.

Large quantities of wheat are steadily going from Chicago elevators to mills, and have done so for years, and at the present time daily shipments of this class run up to 100,000 to 200,000 bushels. This is a sufficient answer to this charge.

The farmers of the Northwest spring-wheat section each need a fanning mill more than Federal inspection laws. Because of marketing dirty wheat they set up the very conditions about which they complain, and when the work of cleaning they should do is done in terminal elevators, and dirty, seedy and no-grade grain is made clean and wholesome No. 2 grade, the claims set forth [of fraud] should not be made. Much low-grade grain is marketed for local use as animal food and for starch and other manufactures.

No surplus whatever of any of the cereals produced in the United States for some years past has remained over as being on hand when succeeding crop was available. Foreign countries continue to take all the surplus that we raise, and there is no occasion to be deceived by the noisy utterances of Mr. Patterson or of certain German agitators. It was not long ago that Mr. Patterson as loudly complimented our inspection system as he now condemns it. More depends upon the quality of our crops than on any inspection system. Last year's crop of corn was the most immature the United States ever produced. It gave much trouble to all in handling, both domestic and foreign. The present crop is the reverse in quality and it is probable it will give excellent satisfaction. Argentine, Canada and Australia are all rapidly developing and are largely increasing their production. The United States fifteen years ago, with a fifteen-hundred-million crop of corn, had more exportable surplus than it had this year with a twenty-six-hundred-million crop; and in the near future it is probable will have no exportable grain surplus. We should conduct our affairs for the benefit of our own people rather than in the interest of foreign traders, who buy but a small per cent of the total crop produced in any year.

It is well known that "rye terms" is the desideratum of Mr. Patterson and his associates rather than Federal inspection. The wide difference in climatic and soil influences in this country effectually prevents evenness of quality of grain shipped to our various out-ports, and the foreigners are asking something absolutely impossible. Evidently they are not well informed about material changes going on in this country, which largely affect conditions. For example: The disappearance in your own state [Iowa] of the corn cribs from country stations should point clearly to you the fact that the well-cured old corn, so abundant in former years, does not now exist; hence we export uncured new-crop corn, with its increased liability of deterioration while in transit, this being the real cause of the decline alleged in their complaints of inferiority in quality. No advantage has been taken of them. They have very plainly been told about the danger of such shipments, and safe arrival as to condition can be insured to them for the small charge of about one-half cent per bushel; yet they buy the corn and assume the risk, and yet complain and ask for Federal inspection law as a panacea. Uncured new-crop corn under Federal inspection would result no better. The German outcry about hard winter wheat rests on an equally flimsy foundation. Is it fair to tax Americans to save foreign buyers the cost of supervision by their agents or representatives?

Exporters like other commercial men offer various qualities of goods, and foreign buyers are notorious for accepting the lowest-priced articles, and rarely will pay a premium for a higher quality with safe arrival guaranteed. This is a most common occurrence.

A horse may be led to water, etc. Federal law cannot be forced into use. Illinois can be forced to pay Federal inspection fees under a Federal law, but cannot be forced to use the certificates. Double inspection will be the inevitable result in this great primary market if this law is exacted. Your claim that 90 per cent of the grain would be interstate is not true to the fact; more nearly 50 per

cent of the grain arriving at Chicago is interstate.

That grain is not inspected in the state where it is produced is due to the location of distributing and terminal markets and by force of circumstances and necessity. A large proportion of grain raised each year is sold nearby without regard to grades, because it goes directly to interior mills, manufacturers and feeders, or to the country merchants on their judgment and by consent of the producer. The surplus went to the nearest distributing and terminal markets offering the best net results to the producer and handler. That these methods are efficient and correct is evidenced by freedom of interchange of business from year to year and by the very small percentage of complaints of irregularity when the immense volume handled each season or year is considered.

Baltimore.—Baltimore was the only inspection point specifically named in Mr. Dolliver's report as guilty of "sharp practice" by manipulation of the inspection rules with fraudulent intent. To this charge the Chamber of Commerce, by Chas. England, president, made instant denial and indignant protest by letter and in person. The report said:

This rigid and easy inspection system opens up another avenue of fraud. The rules can be changed by the boards at any time, and grain which, when it started on its journey toward a terminal, would measure up to a certain grade, will fall short on its arrival, and grain already in the elevator will be raised a grade by this elastic process—

and cited Baltimore as guilty of such manipulation to divert trade to that market from other Atlantic Coast cities. Mr. England in answer said there was nothing upon which to base such a statement, except certain testimony given at the Senate committee hearing some months ago by Mr. Brafford of Indiana; but an analysis of that testimony, it is submitted, does not warrant the inference placed upon it by the report; and the general statement of the report is emphatically denied.

In his annual address to the Chamber of Commerce organization, Mr. England further said:

While these measures differ somewhat in details, they are all drastic in their general provisions, and, if enacted, will seriously hamper the grain business and work to the disadvantage of both producer and dealer; hence there is some uncertainty in regard to the real motive of their introduction.

Federal inspection of grain has been proposed upon many previous occasions. Now it is claimed to be both in the interest of the American producer and the foreign buyer—a thoroughly incompatible position, as these interests are not identical, and it is very evident that if either is to be benefited by the enactment of such legislation it will not be the American producer. It is remarkable that the leading grain association of Europe, through its chairman, should address a circular letter to the American press asking it to advocate Federal inspection in the interests of the American producer and dealer.

The enormous expense attending governmental inspection, and the opportunity it affords for creating a political machine, also the unnecessary and unwarranted interference in a business which has been built up and successfully conducted by the merchants, are sufficient reasons for the vigorous opposition to these measures. We claim that it will be impossible for the Government to maintain an efficient inspection department or to obtain competent men who will make this profession their life's work because of the constant interference of political influence.

Boston.—On the appearance of the Dolliver report, Clinton White, Massachusetts Railroad Commissioner, then in Washington as a delegate to the National Board of Trade, took immediate action to oppose the passage of the bill, in which he was assisted by Bernard J. Rothwell and Daniel D. Morss, secretary of the Chamber of Commerce; and Boston's objections were at once presented to Senators Lodge and Crane.

National Board of Trade.—The National Board of Trade devoted one session (morning of January 19) to the bill, the outcome of the debate being the adoption of a resolution drawn by a special committee, consisting of Jos. F. Parker of New York, Daniel D. Morss of Boston and Charles England of Baltimore, as follows:

Whereas, There is now pending in Congress several bills having for their purpose the Federal inspection of grain; and

Whereas, There is now on the calendar of the Senate, with a favorable report to S. 382 (a bill to provide for the inspection and grading of grain, etc.); and

Whereas, It is the opinion of learned jurists that there are grave doubts of the constitutionality of such a measure; that it is generally conceded that such rights are clearly reserved to the state; and

that great care should be exercised in all questions involving the centralization of power; and

Whereas, It was expected a further and fuller opportunity would be accorded the commercial organizations and others dealing in grain to present facts in connection with the existing inspection system, and believing a more complete investigation of the facts will disclose that the commercial grain inspection system is honestly and fairly conducted, and for the best interests of the grain producers, dealers and consumers of grain, both domestic and foreign; therefore, be it

Resolved, That the National Board of Trade declares itself unalterably opposed to such legislation, believing that it would be detrimental to the best interests of both producer and consumer and would introduce a system which would be impracticable in its operation and lead to unnecessary expense and to serious losses.

Cincinnati.—On the instruction of the Chamber of Commerce of Cincinnati, C. B. Murray, superintendent, telegraphed the following protest to Senators Foraker and Dick:

The proposed action appears to reflect a view that Federal inspection of grain in interstate commerce will insure a more uniform and reliable work of inspection and of grading than can be expected from the work of the commercial exchanges or under state regulations. Otherwise it would have no excuse for being offered.

The grain dealers of this country as a class compare favorably with any other class in honorable intent and practices in business operations. They are vitally interested in inspection questions and reliability of inspection work. They act through local, state and national organizations in efforts at reaching the best attainable conditions promotive of the interests of seller and buyer. The sellers recognize the fact that to have business there must be buyers for their products, and that to have buyers there must prevail such practices as will afford confidence and guaranty in matters of compliance with trade understandings and contracts.

Grain products are susceptible to changes in condition and quality from meteorological influences and transportation. Grain that may have the apparent or real elements of soundness and of strictly merchantable condition at the point of shipment may be so affected by subsequent atmospheric influences during movement to destination, with possible delays necessarily beyond the control of the shipper, that arrival conditions are not equal to the original or shipping grade. This is liable to occur in shipments on orders from foreign markets, and when such grain at destination arrives out of order, not equal in condition to specifications in the order for shipment, the receiver feels impelled to make complaint, which often implies a charge that there has been lack of proper work of inspection at the shipping point. The call for Federal inspection has arisen from such complaints, which, however, cannot carry with them any assurance that Federal inspection can accomplish anything of remedy in such matters. The complaint of the foreign receiver affords no reasonable ground for change from inspection by commercial exchanges to Federal work.

It is not within the province of this expression, on behalf of the grain trade of Cincinnati, to introduce argument concerning questions surrounding grain inspection, including reasons why the various markets, in the nature of the case with reference to varying characteristics in standard products of such lines in their sections, should be in control of regulations governing grading and other practices. Important steps have been taken and progress made by the grain interests of the country in reaching or approaching uniformity of inspection regulations, and the conferences of the trade in the different markets for securing co-operation in efforts for remedying conditions which call for corrective consideration, are securing results calculated to largely or wholly remove causes for reasonable complaints against grain inspection in this country, including business on orders from foreign markets.

The questions which have arisen relating to grain classification and inspection operations do not reach the farmer, as the inspection is necessarily a proceeding at receiving and shipping centers.

In view of the fullness of understanding and uniformity of sentiment adverse to a Federal system of grain inspection by our grain interests, it is hoped and urged that you will act in opposition to passage of the measure mentioned.

Louisville.—The Louisville Board of Trade grain committee on February 5 unanimously adopted resolutions opposing the adoption of the McCumber bill.

The Northwest.—In reply to the charge in the report of board of trade influence on grain rules and inspection, C. F. Staples of the Minnesota Railroad and Warehouse Commission said:

I want to say with the greatest emphasis that the grain men at the terminals have absolutely no voice in the matter of establishing the grades of wheat or the rules under which the weighing is done; nor have they any voice in the appointment of the inspectors. The inspectors are practically under civil service rules.

It is wholly immaterial to me or to the Commission whether the inspection of grain is done by the state or Federal Government. All of the agitation for a change has come from North Dakota; and yet a commission appointed to investigate the whole subject of grain inspection at the Minnesota terminals, after two years' investigation, reported to the governor of North Dakota that they had no criticism

to make of the Minnesota system of weighing and inspection.

Philadelphia.—A special committee on Federal grain inspection of the Commercial Exchange on January 19 formulated and forwarded to Washington a protest against the bill. The Exchange is on record as opposed to the measure, taking the grounds that the provisions of the bill cannot be carried out, by reasons of the varied conditions of climate that affect grain in transit. It is also pointed out that it would place grain inspection under political control, as well as take away from the Exchange its principal source of revenue.

Portland, Ore.—Portland grain buyers laugh at the absurdity of the McCumber bill, says the Journal, in failing to name Portland, which is the second greatest wheat-shipping city in the country, as one of the cities where the government shall maintain a grain inspector and laboratory, and say they are indifferent as to whether or not such is done. T. B. Wilcox, president of the Portland Flouring Mills Company, said: "It makes no difference to us whether or not the Government puts an inspector here. Such will not change conditions. The men with the money, who buy the grain and ship it out, are perfectly satisfied with present conditions. We would not oppose the McCumber bill, but neither would we exert ourselves to insure its passage." Andrew Kerr, of the grain firm of Kerr, Gifford & Co., expressed himself as holding like views.

APPROVALS OF THE BILL.

On January 26 the Memphis Merchants' Exchange held a special meeting at the call of President S. T. Pease to adopt resolutions endorsing National inspection the resolutions say that, "In view of the fact that in a number of large markets the grading of grain is not uniform, and that the buyer cannot ascertain from the official grading the character of grain he is going to receive, the Memphis Merchants' Exchange hereby wishes to go on record as favoring the Federal supervision of grain inspection throughout the country, as far as practicable."

The North Dakota Legislature on January 25 adopted a resolution, in which the measure was endorsed and the North Dakota members of Congress urged to assist in its passage in the interests of the farmers of the state.

On January 23 Senator McCumber addressed the Tri-State Grain Growers' Association's convention at Fargo, N. D., on the subject of his bill, after which the convention adopted a resolution endorsing the bill.

BILL WILL NOT PASS.

The opposition to the bill has been so strong and so vigorously and promptly expressed that it is clear now there is no chance for the bill to pass at this session at least.

"An interesting feature of the reporting of this bill from the committee," says the Washington Times, "is that the report has been held back by the relations between Senator Hansbrough, who is chairman of the committee on agriculture, and Senator McCumber. The two senators are not political friends, and Senator McCumber, though anxious to get his bill out, had been unable to do so. It is said this was due in no small measure to the influence of Mr. Hansbrough, first as a member of the committee on agriculture, later as its chairman. But Senator Hansbrough has been away from Washington this session owing to sickness, and Senator McCumber took the opportunity to get his bill out. This is the way the gossip runs about the Capitol corridors."

STILL ANOTHER BILL.

National inspection took another turn on January 23 when Representative Pollard, of Nebraska, introduced a bill providing for a scientific grading and classification of various kinds of grain used for export purposes only. The bill requires that a chief inspector and an adequate staff shall be stationed by the Department of

Agriculture at all important grain-shipping ports, and grade all shipments of grain exported from the country. The bill is designed to meet objections that have been made abroad to grain imported from America. Railroads and shipping concerns are required to notify the inspectors of all shipments, and a fine not to exceed \$5,000 is imposed for violations of any of the provisions of the bill. An appropriation of \$300,000 to pay salaries and expenses is provided.

This bill differs from the McCumber and Gronna bills, in that it aims principally to establish a uniform grading for corn exported from the Atlantic and gulf ports. Mr. Pollard stated that "it is necessary to establish scientific standards for corn tests in order to protect the export trade of the United States." The Committee on Interstate Commerce of the House, at a hearing on February 3, interposed few questions, but those offered indicated that the members believed they had facts concerning export trade which Mr. Pollard did not bring out. It is stated that there is no chance of the Pollard bill being reported out this session, as the committee does not believe the opportunity is offered for as full hearings as should be had.

LECTURE TO STUDENTS.

Among the numerous practical talks to the students of the Iowa College of Agriculture at Ames by business men, who are not professional teachers, during the quarter just closed was Edward J. McVann, secretary of the Omaha Grain Exchange, who, by invitation of the faculty, delivered an address at the College on "The Merchandising of Corn." The address took much of the same tendency as that of Secretary Strong at the Illinois Corn Exposition, explaining the details of a line of transactions that too many educators have hitherto treated as so commonplace as to need no elucidation, but which in fact is but imperfectly understood even by those daily engaged in it as producers of grain and the forwarders of grain from the growers themselves.

Mr. McVann divided his subject matter under two topics, to wit: (1) The method of handling corn on the cash market by buying and selling through the broker and commission merchant; and (2), the method of dealing in futures, or the speculative side of the grain business.

"You have been told very clearly," he said, among other things, "about the inspection and grading of grain and been taken through the process by which the all-important samples are obtained and brought to the sample table. In order to discuss with you intelligently the remainder of the process of merchandising corn, it is necessary for me to devote a few words to the subject of the place where the trading is done. This is ordinarily called the exchange, or trading room, and is maintained by the organization composing the whole grain trade in the market—buyers, sellers, dealers, commission merchants and brokers.

"The evolution of this idea of organizing a single trade compactly, delegating to that central organization the many duties connected with the collection and distribution of that commodity, is a very interesting study, but could not be gone into within the limits of this talk. Suffice it to say that the grain exchange, or board of trade, is probably the most elaborate example of the method. In the great trading halls of the principal exchanges is gathered all the machinery for making buying and selling easy; the telegraph and telephone wires center here; blackboards for registering every moment the prices being paid in other markets; information is supplied as to receipts and shipments, indicating clearly the flow of the grain currents; figures are given to show the visible supply as against the world's needs; all sorts of information filter into the trading hall and all of it has its effect upon the market for the day. Here the samples are brought and here the corn is offered for sale.

"In every great market there are two principal parties, the sellers and buyers. The seller may be the owner of the property, but usually he is the agent of the owner and is known as a commission merchant. The buyer may be a dealer or speculator acting for himself, but he is usually the agent of the consumer, and is called a broker. The distinction between the broker and the commission merchant is that the business of the commission merchant is, in my view, at least, more important than that of the broker. He must assume every responsibility that would be assumed by the owner of the property. He must find buyers, assure himself that he is obtaining for his customer the best possible price and that he is selling to a responsible party who will be able to pay for the grain.

"The broker, on the other hand, usually receives instructions to buy certain quantities and certain grades of grain. He is generally tied down by a definite price, within narrow limits. Usually he represents responsible people and does not need to worry about the acceptance of his purchases. As a result of these distinctions, the commission merchant receives for his services a much larger rate of pay than the broker, ordinarily from $\frac{1}{2}$ c to 1c per bushel, while the broker gets but $\frac{1}{8}$ c as a rule.

"With the modern system of inspection much of the difficulty of trading has been eliminated. Buyers and sellers get together easily. Once the grade of grain is fixed, the range of prices within that grade is not very great and the judicious commission merchant and the skillful buyer very readily come to terms.

"In the great primary markets there is a great diversity of interests on the buying side. There are the manufacturers of corn products such as starch, glucose and breakfast foods; the stock-feeding concerns; the millers; the distillers and, most important of all, the representatives of the exporters. Some one of these classes of buyers has a place for every grade of corn that is offered, and the only unfortunate thing about the business is that there is so very little of the tip-top grades. You Iowans have heard many sermons on this branch of the subject from men who are so much better qualified to talk about it than I am that I won't venture more than the merest allusion to it. Much improvement has been made as the result of their efforts and I am sure we are all looking forward confidently to the day when nobody will dare to offer a level price for "3 corn or better," but will be compelled to make the better price to fit the better grade.

"It may seem somewhat risky to one unfamiliar with modern merchandising methods for a buyer to make a purchase of 1,000 bushels of corn based upon a small sample or an inspector's grade ticket. This risk is minimized by the machinery provided for reinspection by the chief inspector, on appeal to the grain committee and by other safeguards, such as the definition in the rules of fraud perpetrated by what is known as plugging, or, in other words, putting damaged or worthless grain in a car and covering it up with sound grain in such a manner that the ordinary inspection will not disclose its presence. In all of these matters every effort is made to protect both buyer and seller.

"In the important matter of ascertaining weights, a large amount of money is spent so that the weighing of grain may be intelligently supervised, and all of the little irregularities that are likely to creep into this branch of the business may be eliminated so far as possible. In all matters pertaining to inspection, sampling, reinspection, weighing, etc., it is the intent and purpose to use the machinery of the organization to place buyer and seller on an even keel and keep them there. The result is that, where business was formerly done in slow, halting and uncertain fashion, it is now done speedily, easily and in full confidence of results, as a general thing.

"Having now sold our corn, we must proceed to consider the problems to be met by the pur-

chaser of it, who may have to keep it for some time before he can resell it at a profit. This brings us into the realm of what is known as future trading. Trading in futures is very little understood outside of the students of economics and the men who are engaged in those classes of business where hedging, so called, has become a necessity. There is need for a clearer and fuller understanding of this very important side of the grain business."

Mr. McVann then explained briefly but very lucidly both the system of future trading itself and its absolute necessity, commercially speaking, as a part of the means of moving grain from grower to producer without loss to the producer because of the uncertainties of the future destiny or time of ultimate consumption of the grain.

"The question may be asked," he concluded by saying, "whether it is not a fact that many of the contracts for future delivery, legitimately made in pursuance of the rules of the exchanges, which bind the parties to deliver the actual goods at the time of the expiration of the contract, are frequently settled in cash. This is true, but it does not vitiate the transactions if they were originally made in good faith and if the parties to them intended to handle the actual property covered by the contracts. Upon this point the courts say that it is a well-known principle, recognized in all business and in law, that any two parties having any business transaction with each other, which may be balanced one against the other, may meet, strike a balance and settle the transactions."

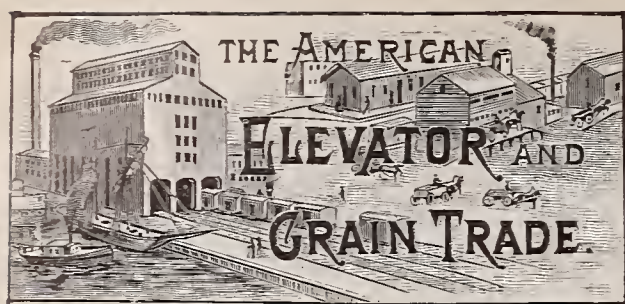
LOTS OF DYNAMITE.

While James Lawliss, manager of the Jackson Street Feed Mill, was guiding corn into a crusher this morning something cold struck his hand, said a telegram from Brazil, Ind., recently. As the object struck the teeth of the crusher Lawliss snatched it from the machine and was horrified to find that it was a stick of dynamite. The corn in which the dynamite was found was brought to the mill by one of the wealthiest farmers of the county, who has no idea how the stick got into the corn.

Hay balers on the Kissar farm in Washington Township, Hancock County, Ohio, had an experience recently which fairly made their hair stand on end, writes our Toledo correspondent, when a set of burglar tools and several pounds of dynamite were found in a haystack. The dynamite was stolen in the vicinity recently, and it is believed that the men who placed it in the haystack are members of an organized band of thieves operating in that vicinity.

Fred Hellis has taken charge of the elevator at Lily, S. D.

In a retrospect of 1908 E. N. Wagner says: "The year 1908 will be famous as 'drouth year.' Among its records are the fastest United States marketings ever known—the largest Argentine exports on record and the lowest winter wheat prospects ever suggested. In 1908 the wheat-producing countries of the world again failed to produce an adequate surplus. The sensation of the year was the change in crop prospects from an April record promise to an autumn consummation of a moderate wheat yield. The legacy of weather damage, which also made 1908 famous, is carried over into 1909, with every prospect that the cycle of high prices is not completed. The year produced almost every species of 'wheat scare,' including the dread 'black rust.' The swing in May wheat ran from 89c to \$1.11. Early year sentiment was strongly bearish, with September wheat selling to a low of 82½ cents. The end of 1908 is crowded with fears of a severe wheat shortage in the second quarter of 1909. It is a paradoxical situation. On the one side temporary ample visible supplies, and, on the other, the certainty of small reserves in May and June."



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CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., FEBRUARY 15, 1909

Official Paper of the Illinois Grain Dealers' Association.

COMMERCE COMMISSION'S STYLE.

The Commerce Commission, in its annual report to Congress, with complacency rather remarkable under the circumstances, declares, as to the bill of lading, that, "Whatever criticisms or objections may be advanced, this bill of lading is concededly a great improvement upon the bills heretofore in general use." Who concedes it? The railroads, perhaps, and doubtless certain shippers on regular bills, who would be satisfied with almost any kind of a bill that would move their goods.

But a bill of lading that interferes with the orderly and economical conduct of the vast commerce and trade in the food products of the country cannot be said to be an "improvement" on any kind of a bill, however great the change from past forms of bills. The very offenses that led to the making of the new bill in order to correct the abuses of the past are here embodied, with other impediments to trade infinitely more serious and objectionable; and yet the Commission declares that the bill "will likewise be a long step in the direction of fair dealing between shippers and carriers, and may confidently be expected to remove much of the confusion which has existed and measurably to avoid in the future the irregularities and injustices which may have heretofore occurred"—all of which must sound to grain and hay and produce shippers like rare sarcasm, like mere play with words, as by a literary stylist, to make a finished, rotund and mouth-filling sentence—rhetorically perfect. The only effect of which upon Congress must be to prejudice that body against legislation that may be proposed to correct the iniquities of a bill of lading which the Commission manifestly takes so much pride in presenting as

the fruits of their own misapprehension of the necessities of a great commerce.

SENATOR DOLLIVER REPORTS.

Having printed the gist of the Chicago Board of Trade's reply to Senator Dolliver's report to the Senate on the McCumber bill, there is little to add here. Senator Dolliver, unhappily, like Senator McCumber, has written and spoken of a matter of which he understands substantially nothing. One is willing to admit that there may have been cause for complaint by shippers of grain in territory dominated by the "line companies," but the partial monopoly those companies once there enjoyed is rapidly coming to an end, as in the nature of things such control of a great business, rich in profit, must come an end, through competition and the local regulations of boards of trade, which always favor the producers of grain.

But upon the foundation of such complaint the Senators have erected a "man of straw," which they are now laboriously endeavoring to destroy—like a great army in front of a Metz, a Belfort or a Port Arthur, bringing up siege guns and high explosives, and sappers and miners and all the paraphernalia of terrible war—for what? To demolish a hallucination. It's absurd—would be ridiculous were they not seriously attempting to do something which, postponed for the moment, may yet prove troublesome to those engaged in the quiet prosecution of a legitimate business which is also a necessary commercial function.

WHERE PERMISSION IS NECESSARY.

On the recommendation of the law committee of the Indianapolis Board of Trade, the directors of that body have decided, unless the railroads cancel the restriction in the new bill of lading which refuses the right of inspection, "unless authorized by law," or except by special direction of the shipper, to appeal to the state legislature to positively remove the objectionable clause by law. The same action is contemplated by shippers in other states.

In Indiana the law authorizing the Indianapolis Board of Trade inspection, which gives to the inspectors the status of officers of the state, in that they are required to take the oath and are subject to penalties for neglect or dereliction of duty, is held by the committee to give the inspection the status of one "authorized by law," and which therefore gives the inspectors the right, under the bill of lading, as in all states where inspection is directly authorized by state law, to break seals and inspect the grain, whether the bill of lading directs inspection or not; but as the Indiana law is not specific enough the roads refuse to permit inspectors access to the grain without "permission;" hence the appeal to the legislature.

And, by the way, the Commerce Commission, which takes such pride in its bill of lading as a "long step toward uniformity," might explain why this clause of the bill in use—

Inspection of property covered by this bill of

lading will not be permitted unless provided by law or unless permission is indorsed on this original bill of lading given in writing by the shipper—

is not everywhere construed against as it is in the C. F. A. territory.

TEXAS TRUST BUSTIN'.

It has been said that Texas has "grown tired of 'trust busting.'" One hopes so—hopes all the Southwest, which has had the fever in its most virulent form for several years, were well recovered; but in view of the late hold-up of the millers of that state, one fails to see any "break in the clouds" in Texas.

The Attorney-General had brought suit against the Millers' State Association as a trust, or combination in restraint of trade, and technically they were probably liable, for the Association compromised by paying \$35,000 mulct, or about \$350 per firm. Their offending was that, in order to insure a steady supply of wheat for their mills, which they have to buy in competition with the wheat exporters, they organized a buying company which should save expense to each by making one man the agent for all. Then, in order to market their flour at the least expense, they organized a selling company to handle the surplus flour of all; and then combined the functions of the utilities in one company.

The Association is indeed "busted," but it is not forgotten that Texas and those other parts of the Southwest which are carrying such laws on their statute books and "enforcing them," as they proudly boast, are notoriously infested with a disproportionate share of the fly-by-night traders of all sorts, against whom in particular business men must needs organize for their own and the public's protection; and it is probable that these very laws, which penalize legitimate associations, formed as a defense against such characters, are doing much to keep the trade afflicted with notorious parasites of that type.

THE LEGISLATIVE MILL.

Legislatures are now in session in more than forty states, where every member of such bodies vies with every other member to secure the passage of his bill or bills, most of which have either a political or private complexion, while very few have any real relation to actual social or commercial needs. The general news columns contain, in this issue, as complete a résumé of the bills now awaiting legislative action in the leading surplus-grain states as we have been able to make, with some assistance by professional legislative reporters, and we must confess the list of bills is not particularly flattering to the intelligence or fairness of legislators in general. The average legislator seems to have come to the conclusion in recent years that restraint and not liberty is the safer condition in which men may be permitted to work out their material and moral progress; and it will be perhaps some time before we shall again break away from that erroneous idea, and then only after much suffering on the part of the innocent victims of legislative blunderings. The best that can be done at this time, then, is for the grain associations in the several states to

have their agents at the state capitals keep watch of dealers' interests, so that immediate attention can be concentrated on all bills, whether for the advancement or retardation of their interests.

THE INTEREST QUESTION AGAIN.

That interest on drafts drawn against shipments of grain should "follow the grain" would seem to be a truism, unless there is an understanding, or contract, to the effect that interest is waived on drafts paid in advance of the arrival of the grain. The payment is recognized as unobjectionable by those who ship on commission, who expect as a matter of right to pay interest; but the question arising in connection with f. o. b. sales is, when does ownership of the grain pass?

Mr. Riley, in a valuable address to the Indiana Association, holds that the transfer is not in fact made when the bill of lading and waybill are delivered, but only when the grain has been inspected and weighed. Mr. Riley supports this position by quotation of authorities.

If this position is sound, as it seems to be, although the popular view is different, there can hardly be any question of the equity of the interest charge made by receivers, or their right to make the charge when advance payment is made or when delivery of the grain is delayed.

QUOTING RATES.

Representative Townsend has introduced in Congress a bill to amend the commerce act so as to provide that common carriers shall quote rates on application and be held responsible for them—making reparation when too high a rate is charged and being held subject to fine in "an amount equal to the entire earnings on the traffic carried at the lower rate."

The pressing occasion for such a law lies in the fact, which shippers know or are fast finding out, that the uniform trend of the judicial decisions on the commerce act is that—every carrier, subject to the act to regulate commerce, must charge the rate shown in its published tariffs, even though (1) a different rate be shown in the bill of lading, or (2) a different rate be quoted to the shipper by the agent of the railroad, or (3) a different rate be agreed to by both carrier and shipper in a written contract, or (4) a different rate be declared by the courts to be the reasonable rate.

Carriers' agents are wise enough to know this and therefore, if uncertain as to the actual rate, of which many agents are no more sure than are the shippers themselves, will quote a lower rate than the legalized one, and let the "other end" correct the mistake, which somewhere along the line someone will be found to do, in order to avoid the danger of the penalty for carrying stuff at a too low rate. The shipper who acts in good faith is therefore always subject to a "come-back," which generally leaves him without any profit on the shipment.

The Commerce Commission in its annual report to Congress therefore very properly calls that body's attention to this gross injustice and to the fallacy of the law, or the Commission's interpretation of it, that the

shipper is bound to know the rate. The report says:

The statute requires carriers to post for public inspection their tariffs at all stations where freight is received by them for transportation. The theory of the act is that the shipper can at all times, by reference to these schedules, ascertain for himself the rate, and if this were so there would be no hardship in requiring him to know what the rate was. In practice all this is quite different. The tariffs of railways are very voluminous. It has been found practically impossible to comply with the literal requirement of the statute as to posting. The present regulations of the Commission permit carriers in most cases to keep on file in their offices at their various stations tariffs showing their outbound rates, but the construction of these schedules is necessarily such that the ordinary shipper without special experience cannot, in the great majority of instances, ascertain for himself on inspection of the tariffs what the rates are. He must rely upon the statement of the railroad agent. The presumption of law that he himself knows or may know the rate is not in accordance with the fact.

The Commission feels that to require the shipper to ascertain for himself, at his peril, the rate, imposes upon him an undue burden. The railway should know what its established rates are, and may fairly be required to state in writing, when a written request is made by the shipper, the rate which it has published and maintains in force. We call special attention to this matter as one of immediate and general concern, which discloses the need of an appropriate remedy, and urgently request that a suitable measure be promptly enacted.

WHAT'S THE MATTER?

The premiers of the three northwestern provinces of Canada follow up their bald announcement, made early in January, that they should have to reject the petition of the grain growers, that the provincial governments should operate the grain elevators on public account, on the score of finance, by adding that the fundamental law of the Dominion, the British North American Act, does not give the provinces that power. The premiers believe, however, that the operation of the Grain Act should relieve any "justifiable grounds of complaint as to the manner in which grain is being handled."

The premiers add that they "are not insensible to the fact that at times in the history of the West there has, and may still, exist" ground for complaint; and they justify this statement by indirection by referring to the "noticeable improvement" caused by the building of loading platforms to facilitate the shipment of grain by individuals in car lots. They say:

Charles C. Castle, Dominion Warehouse Commissioner, officially states to us that for the twelve months ending August 31, 1908, the total amount of wheat inspected at Winnipeg was 54,404,150 bushels, of which approximately 42,000,000 bushels were shipped through the elevators and 12,500,000 bushels from loading platforms; thus about 22 per cent of the total wheat crop was loaded from the loading platforms.

For the three months ending the 30th of November, 1908, he states there were 44,672,500 bushels of wheat inspected at Winnipeg, of which 30,094,078 were shipped through the elevators and 14,578,422 bushels were shipped over the loading platforms, or about 33 per cent of the total shipment; and that if the next crop is reasonably clean he would not be surprised if 40 per cent of the total shipment was from the loading platform. As regards the loading platform, Mr. Castle states, "there are now loading platforms established at nearly every station in the Manitoba grain inspection division, and during the last season orders were given for 100 new ones to be built or enlarged to permit of four cars being loaded simultaneously."

Now, it certainly is an anomalous condition of things that in a country full of modern elevators, equipped to handle grain cheaply and with a minimum of labor, one-third of the grain

is still handled by hand in the primitive manner of forty years ago in the States. There must be some reason for this condition of things not found in the farmers' love of hard work, for which he has no native liking, however much he may indulge in the practice for what it brings him in material returns. *Prima facie*, the "elevator system" in the Canadian Northwest cannot be giving the farmer a "square deal," or it would be handling more of his grain than it is, whereas it is handling year by year proportionately less.

REGENERATED OATS.

Secretary Wells of the Western Grain Dealers' Association in a recent circular suggests that grain dealers urge upon their local oats growers the plan of seeding a small plot of ground to the "Regenerated Seed Oats," whose performance is detailed by Mr. Garton in his paper on "Oats Breeding," read at Omaha, or to some other thoroughbred oats that seem suited to local conditions.

It is certain that owing to the deficient and inferior oats harvested during the past two seasons, the available quantity of good seed is now comparatively small, and that systematic work by our farmers will be needed in order to restore oats to their normal place among our cereal crops.

There is no reason why oats should be abandoned as a crop, as so many farmers seem to think. Two unfavorable seasons in succession are no indication of a permanent change in the climatic conditions that are necessary for successful oats culture. That we have had those unpropitious seasons means only that there is the more need for care in selecting seed oats until the quality has been restored again to normal.

Our farmers, like some other people, are liable to stampedes; and a breaking away from oats seems likely to obtain unless dealers do their share to prevent it next spring.

GRAIN INSURANCE.

Mr. Riley, in his address to the Indiana dealers, has done an excellent service by incorporating therein certain suggestions of C. A. McCotter, of the Grain Dealers' N. M. Fire Insurance Company of Indianapolis, in reference to the insurance of grain. The facts therein dwelt upon are of course familiar to those who have made a study of their policies and the laws of insurance; but do all buyers of insurance on grain fully understand just what protection they have under all the conditions involved in the handling of grain? One may well doubt it. At any rate, the dealer who is well satisfied he understands fully what protection he has and how he may vitiate that protection by his own acts may safely read Mr. McCotter's suggestions without danger of being bored with the trite or the obvious. The division of liability or the incidence of liability for loss by fire in transit, the legal aspects of the question when ownership of grain in cars passes, which is something different from a trade custom, are both most important phases of insurance protection which careful dealers should understand thoroughly.

EDITORIAL MENTION

Don't neglect to endorse your bills of lading "Permit inspection." See that your agent makes a similar endorsement on his waybills.

The Illinois Association claim agency is now in full operation; and those interested are invited to communicate with Secretary Strong at Pontiac.

The use of the National Association "Trade Rules" and "Confirmation Blank" is slowly but surely becoming more general with the trade in all parts of the country.

While in December the number of idle cars reported to the American Railway Association increased, during January the number decreased by 21,355, of which 19,051 were box cars.

The Iowa Farmers' Elevator Association at Sioux City knocked the Chicago Board of Trade and indorsed Federal inspection. If there was anything else to knock the inflamed and inflammatory orators forgot to mention it to the crowd of discontented.

A movement is on foot to have a corn exposition somewhere in New England next fall, the object being to stimulate corn culture to the point of profitableness in order to save some of the \$11,000,000 "we in Connecticut annually pay for Western grain," as President Hopson of the Connecticut Plant Breeders' Association said.

The request of the Grain Dealers' National Association that, before a bill is passed creating National grain inspection, the methods of the trade be investigated, as this would demonstrate the needlessness of the bill, is proper enough, of course; but there is such a thing as greatly overestimating the effect even in Congress of attacks on the trade by Senators McCumber, Jeff Davis and Dolliver.

The "uniform" bill of lading is likely to be soon as much a misnomer as any that preceded it. The C. F. A. territory construction is different from that in other territory apparently, and now it is seriously proposed to make a new form of bill for the lines south of Missouri, to conform to the demands of bankers and shippers of fruit and produce, who are as much in the air as the shippers of grain, etc.

If the Board of Trade of Kansas City, Kan., is not itself a veritable bucket-shop, it certainly has had such uncanny and intimate associations with people who run gambling houses of that type ever since its organization that the Kansas Association was justified in turning down its invitation to dine and in its refusal to permit one Beall to address the convention, on the score of avoiding questionable associations; but the Association should have been consistent to the end and

seconded President Cox's effort to drive the gamblers out of the state by indorsing proposed legislation to that effect.

One of the jokes of the present session of Congress was the hifalutin speech of Senator Jeff Davis attacking "the evils attending gambling in the products of the soil" in the Senate on January 26, accompanied as it was with a prophecy of Civil War and divers other horrors "if this thing continues." The Hon. Jeff takes himself so very seriously that nobody else can; and so the world continues to revolve in spite of the "blood on the moon" in Arkansas.

The Memphis Merchants' Exchange has indorsed the doctrine of National inspection of grain and the McCumber bill; which goes to show how exceedingly difficult it is to induce the trade to "pull together" on any great matter. Does the South think it would fare better under National inspection than under the National Association's uniform grading rules, to which it makes practically the same objection that the German and British importers do—that it can't get No. 2 stuff for a No. 3 price?

A man in Brown County, Kansas, sued another man of the same county for \$900, due him as profits of a grain speculation; but the defendant demurred, alleging immunity because it was a "bucket-shop, or gambling, debt. The court sustained the demurrer, and the complainant lost his \$900. But the court as promptly had the defendant arrested and fined him \$500, as well as imprisoning him for 90 days, on his own testimony. There was Solomonic wisdom here, not generally expected "out West."

Another meteoric operator has "done gone busted" at Chicago and New York—a good-looking plunger with a rich backer who gracefully takes the medicine his protégé hands out to him, as, indeed, he should; and sassiety and the hoss show are in mourning. Fortunately staid old-timers, who do business on business principles and are not expecting to get rich over night or by irrigation of the stocks they may control, have become wary of these young fellows who make killings and give expensive dinners after exhibiting their ponies to the dames in the boxes.

A queer situation has developed at Minneapolis, where the Northern Demurrage Bureau, which has charge of the work of reclaiming the grain doors to arriving cars, says that thirty doors belonging to (?) the Omaha Road have "mysteriously disappeared." The car reclaimer for the Bureau says that:

A big storage elevator loaded out wheat. It went to the flour mills. Necessarily the elevators coopered the cars by putting in doors, and the mills, when the cars arrived, promptly appropriated the contents and the doors, on the ground that they were obliged to pay the expense of cooerage and, consequently, in accordance with law and equity, said cooerage was theirs to keep. But the Chicago, St. Paul, Milwaukee & Omaha came along and claimed the doors.

Now, the Bureau disclaims any power of its own to forcibly secure return of the missing

doors, but it does think there ought to be an understanding as to "what's what" in the matter.

The fruit and produce interests of the country are prodding the Commerce Commission to make a bill of lading for their benefit. Their objections to the present uniform bill are much like those of the grain men, "only more so," as their goods are even more perishable and their carriage more complicated with detail. As it seems clear now, from the attitude of the roads, that only a National statute can cut the knot of this bill of lading difficulty, the produce men should join hands with other shippers in bringing about such needed legislation.

The North Dakota Grain Commission, as it was expected they would do, after "studying conditions" at Duluth and Superior, recommended to the governor that the Legislature recommend to the people to amend the constitution in order to build a state elevator at the head-of-the-lakes, "as the only solution for the difficulties of getting fair grades, dockage and prices for farmers' grain." Well, when a people are thoroughly determined to embark on a test of state socialism, euphoniously termed in the old world "municipal trading," nothing is likely to stop them but their own experience—which in this case is likely to come quickly, should occasion offer.

In the case of Laning-Harris Coal & Grain Company vs. St. L. & S. F. R. R. Co., where the complainant asked reparation of \$42 overcharge for switching hay, the defendant claimed a set-off because on a former occasion it had charged complainant a less rate than the tariff had called for and had been unable to collect the amount. The Commerce Commission held, that while the Commission has no authority to adjudicate a claim of a railroad company against a shipper, and so could not consider the claim for set-off, it has authority to award damages in a case where a carrier collects a greater sum on an interstate shipment than is fixed by the published tariffs.

Mr. Tustin's address on natural shrinkage to the Kansas association, aside from its facetiousness, contains some arguments for natural shrinkage, supported by testimony of grain men themselves, that are worth serious consideration. Doubtless there is much evidence to show that grain does shrink in transit; but Mr. Tustin's argument to that effect is only a half truth—grain may by the same token gain weight, and when it does the carrier gets all the protection it is entitled to. The law of averages should run against him as well as for him, as it must against the shipper, but he would insist that the average is always against him; which is not the case, of course. Moreover, the car records kept by the terminal markets go to show that by virtue of imperfect equipment, hard usage of cars, etc., the shipper is "up against it" harder than is the carrier in the matter of "shrinkage," the losses shippers suffer for which

no claim is ever made more than offsetting any occasional weather and other conditions which should entitle the carrier to "natural shrinkage." This question must be adjusted on the "law of averages" to be fairly settled.

The hay embargo growing out of the quarantine against the hoof and mouth disease has for the most part come to an end and trade resumed, except from four counties of Michigan, five of New York and others in southeastern Pennsylvania. The quarantine has been costly, and was the more vexatious as it was all the result of gross carelessness of foreigners and not due to home conditions that could have been foreseen.

The railroads were "more scared than hurt" by the passage of the Hepburn act, since the enactment of which, as the Commerce Commission's report says, increases in freight rates have been general in their area and affect at least most of the leading bulk commodities, such as coal, iron and iron products, lumber, grain and grain products, packing house products, sugar, etc. Of course, a complete statement is not practicable in a report, because, as the Commission says, to ascertain definitely all rate advances it would be necessary to go through in detail 150,000,000 rate items, with a similar number of items filed previous to July 1, 1906. Several years and an increased force of clerks would be required for such a work.

Banker Macfadden of North Dakota, who retired recently from the Wisconsin Grain Commission, is trying to get a bill passed at Bismarck "making it necessary for the man recommended by the governor of North Dakota for membership on the Commission to have had at least six months' training under Prof. Ladd, our pure food commissioner and professor of chemistry at the agricultural college, before he can be eligible for appointment." Well, one can't see that such a training would do the Commissioner any harm, but *qui bono?* The Commissioner doesn't inspect grain, and the injection of some of Mr. Ladd's ideas into practical inspection would probably do the Wisconsin Commission's work more harm than good.

The hay embargo is said to have cost the state of Michigan no less than a million of dollars. And all this loss, to which must be added immense losses in other states, is now known to have originated in the carelessness of German chemists. It appears from an official statement that a large firm of manufacturing druggists of Detroit, desirous of obtaining a lot of aphthous fever serum, bought a quantity in Germany, intending to use it as the means of making its own supply. A number of cattle were borrowed from farmers of Wayne County, Mich., and about 100 head were inoculated. After the serum had been drawn off and the cattle returned to the owners it was found that the German serum was impure and that all the cattle inoculated had been infected with the foot and mouth disease. Efforts were made to gather in all the borrowed beasts, but most of them

had been shipped; and in consequence within a short time thereafter the disease appeared in Michigan, New York and Pennsylvania.

In order to quiet the really unfounded complaints of North Dakota farmers about inspection in Minnesota, the exchanges of that state were willing to give North Dakota official representation on Boards of Grain Appeals in Minnesota; but the attorney-general has advised, or will advise, the legislative committee having the matter in charge that the Boards must be composed only of residents of the state, and that he would hold that any action taken by the Boards acting with North Dakota citizens as members would be void. This is doubtless a disappointment all around; for anything in reason to convince the Dakotas that they are acting in good faith would be assented to by Minnesota receivers and inspectors.

The "no-inspection-allowed" clause of the uniform bill of lading reads:

"The surrender of this original 'order' bill of lading properly endorsed shall be required before the delivery of the property. Inspection of property covered by this bill of lading will not be permitted unless provided by law or unless permission is indorsed on this original bill of lading or given in writing by the shipper."

In states like Illinois, where inspection is provided by law, inspection departments have an undoubted right to open cars; but in Ohio and states not provided with statutes of that nature, the insertion of the new provision of the bill of lading becomes a "burning question," so that shippers will do well to indorse their bills "inspection permitted" no matter what place may be the named destination of the grain.

The proposition to put jute grain bags on the free list has awakened fierce opposition in a strange quarter, to wit: the Washington state penitentiary, on the score that "the making of bags was chosen as employment for prisoners on account of the absence of competition of free labor, and that if the duty were removed, bags made in India by coolie labor could be imported into America at less than the cost of making them by convict labor." So, if the coolie-made bags should come in free the penitentiary labor would be discriminated against! But the penitentiary shops were established to reduce the cost of bags to the farmers. Is there, then, a limit at which the farmers' benefit must end? How truly is this tariff question a "local one"!

About the time Jeff Davis was making himself ridiculous in the Senate, E. A. Calvin, manager of the Farmers' Union Cotton Company, was pleading with the Texas Legislature to repeal the "anti-futures" law passed at his suggestion by that body in 1907, it having been demonstrated, he said, that in nine months and a half after the law became effective cotton had declined \$22.50 a bale and the entire South, Texas in particular, was "honeycombed with bucket-shops," and, what is more to the point, that he had found that "speculation is necessary to the farmer." Mr.

Calvin's appeal for a return to common sense has had a most salutary effect on the South; but whether it will be effective in illuminating the Texas legislators remains to be seen.

In spite of any "soreness" because of the unfortunate and rather "dense" attitude of the Kansas City Board of Trade toward certain matters of moment to Kansas dealers, the latter at their recent annual convention hardly justified themselves of their refusal to endorse a resolution condemning bucket-shops. One certainly is surprised to hear from J. C. Robb that the "Wichita Board of Trade gets its quotations from a bucket-shop, and it would cost us a lot of money to get these quotations in any other way." It must be a queer board of trade that in these days relies on a gambling hell for quotations on which to do a legitimate business in grain or any other commodity. Even Wichita ought to be far enough away from the cowboy era to discountenance that sort of thing now, knowing that no bucket-shop can obtain Chicago quotations, at least, in a legitimate manner.

President Douglas of the Minneapolis Chamber of Commerce puts in his way a thought this paper has frequently expressed in discussion of the demand for national inspection in the Northwest. He says:

As to the question of mixing in terminal elevators, should this be prohibited by law, there would undoubtedly be some loss to the owners of terminal elevators, who have installed machinery for drying, cleaning and improving the lower grades, but that would be infinitesimally small as compared with the loss to the farmers in the prices which they would get relatively for their lower grades of grain. I am willing to venture the prediction that should Senator McCumber's bill become a law, inside of two years after it became effective the farmers of the Northwest would be clamoring for its repeal.

Were it not for the fact that it is practically as impossible to repeal certain bad laws as it is to make certain good ones, one might consent to the speedy way of "eliminating" Senator McCumber by letting his bill become law. In about two seasons thereafter the state would be too hot to hold him.

The organization of the Small Grain Growers' Association in Iowa for the improvement of the oat crop is a very happy idea, which the Western Association is wisely assisting to promote and every grain dealer also in the state should try to increase its membership. Oats are in danger of being neglected, owing to two bad seasons in succession, and the crop is especially dependent just now on a supply of good seed. The Association intends to locate distinctive varieties of pedigreed oats most suitable to that state and to encourage farmers to give such oats a growing test by sowing "Seed Plots" under the direction of Secretary Bell, and to make report of the results to him, and thus be able to determine the most desirable variety of oats. Secretary Bell has already located sources of supplies of several distinctive varieties of pedigreed oats grown in southern Wisconsin and Ontario, and dealers should get in touch with the work by corresponding with him, and thus be able to co-operate in improving the oats crop in their own localities.

TRADE NOTES

The Younglove Construction Co., Sioux City, Iowa, has just closed a contract for building an elevator at Washington, Iowa, for Chalmers & Elbridge of that place. This will be one of the modern, up-to-date houses always built by this company.

Moulton & Evans of Minneapolis, Minn., manufacturers of the well-known Evans Wagon Dump and other specialties for the grain trade, recently shipped a carload of the dumps and standard malleable sprocket chains to Seattle, Wash., for the western coast trade.

The Gutta Percha & Rubber Mfg. Co. of Chicago, in its advertisement commencing with this issue, calls attention to its specially constructed rubber belting for the elevator trade. This firm supplied very many large and small grain elevators last season and grain men claim there is no more durable or popular belting on the market.

W. J. Scott has resigned his position with the Invincible Grain Cleaner Co. of Silver Creek, N. Y., as Chicago representative, and has been succeeded by J. H. Pank. Mr. Pank will occupy the company's offices at 512 Traders' Building and will soon call on the trade in and around Chicago. He will endeavor in every way to merit a share of the business.

The Minneapolis Steel & Machinery Co., Minneapolis, Minn., has been given the contract for furnishing the new engine for Elevator "D" of the Consolidated Elevator Co., Duluth, Minn. They will install a 26 and 52 x 48 inch vertical tandem compound Twin City Corliss Engine, with flywheel 16 feet in diameter, grooved for twenty-two 2-inch ropes. The entire engine will be completed by April.

Fire on the night of January 5 destroyed property at Springfield, Mo., valued at \$250,000. Among the structures burned was the Baldwin Building, in which were located the offices of Southwestern Engineering and Appraisal Co., special sales agents for Barnard & Leas Manufacturing Co., Moline, Ill. Although the company sustained a total loss on fixtures and records it will continue business as usual.

The Hess Warming and Ventilating Co. of Chicago, Ill., has branched out into a new field of industry, namely, steel lockers. A government contract for steel lockers to the amount of \$61,000 was recently obtained, and the company has installed a new and complete line of machinery in its plant at Chicago for the making of the lockers. This new departure of the Hess Company will in no way curtail the manufacture of grain-drying and testing equipment.

The Stephens-Adamson Manufacturing Co., elevating, conveying and power-transmitting machinery, Aurora, Ill., announces the removal of its New York offices to the new Hudson Terminal Building, at 50 Church Street. Frank McWethy, who has been in charge at New York for several years, will return to Aurora to be assistant sales manager, and William Reinecke, who was connected with the Robins Conveyor Belt Co., will succeed him as manager of the New York office.

The S. Howes Co., Silver Creek, N. Y., in order to take up all inquiries promptly and give all their clients the best possible service, have engaged the services of E. R. Watson, who was formerly in partnership with L. R. Veatch of Louisville, Ky., selling general lines of flour mill and grain elevator machinery, and more recently traveling representative of Naylor & Gerrard. Mr. Watson will represent the S. Howes Company in the mid-southern states, with headquarters at 223 East Kentucky Street, Louisville, Ky. They have also engaged the services of John Q. Smythe, who is a thoroughly practical mill machinery man. He has had sixteen years' experience as superintending millwright for Nordyke & Marmon Co.,

and for the past few years has represented them on the road, selling their machinery. Mr. Smythe will represent the S. Howes Co. in Kansas, Nebraska, Missouri and Texas, with headquarters in Kansas City.

The Huntley Mfg. Co., Silver Creek, N. Y., has placed in charge of its agency on the Pacific Coast C. J. Groat, who has, for a great number of years, been identified with mill building in this country and abroad. Mr. Groat is fully competent to handle the Huntley Mfg. Co.'s extensive line of cleaners and will be glad to favor the Pacific Coast grain dealers and elevator men with full information pertaining to the many new and improved features found in the Monitor line of warehouse and elevator cleaning machinery. His address will be 717 East Burnside St., Portland, Ore.

We call attention this month to the new advertisement of the Gurney Scale Co. of Hamilton, Ont. This company has the largest factory in the Dominion devoted entirely to the manufacture of scales, and besides installations in country elevators has large-sized scales in the terminal elevators at Halifax, St. John, Quebec, Montreal, Midland, Sarnia and Fort William. In the Grand Trunk Elevator at Montreal the Gurney Company put in a chain of scales with a weighing capacity of 1,200,000 pounds, and only a few minutes were required to load and empty the hoppers of these large scales.

One of the most interesting displays at the recent Chicago Automobile Show—February 6-13—was that of Nordyke & Marmon Co., Indianapolis, Ind. Their exhibit occupied Space D-2, First Regiment Armory, and included a Marmon "Fifty," seven-passenger touring car, price \$3,750; a Marmon "Thirty-two," five-passenger touring car, body in black, running gear in English vermilion, \$2,400; a Marmon "Thirty-two," two-passenger roadster, in black and yellow, \$2,400, and one Marmon "Thirty-two," four-passenger suburban, with detachable tonneau. This type of car is particularly suitable for suburban and town use and touring. The Marmon "Thirty-two" regular stock chassis is the newest Marmon model—a car of thirty-two to forty horsepower, weighing, complete with body and equipment, 2,100 pounds.

We regret to be compelled to announce the death of the president of the Joseph Dixon Crucible Co., Edward F. C. Young. Mr. Young had been associated with this company for about thirty years, taking the receivership when the concern had been involved in financial difficulties. From this point the company was rapidly built up until it not only reached its former strength and importance, but far surpassed it. In addition to being president of the Dixon Company, Mr. Young was officer and director of many other concerns and led an unusually active life. He will be missed by his host of friends and business associates. Vice-President George T. Smith has been elected to the presidency of the Dixon company and William H. Corbin, counsel for the company, has been named as vice-president.

The Cutler Company, North Wilbraham, Mass., report the following recent sales of their Steam Dryers: Husted Milling Co., Buffalo, N. Y., five machines; Hudnut & Co., Terre Haute, Ind., three machines; Louisville Malting Co., New Albany, Ind., one machine; Home Mill and Grain Co., Mt. Vernon, Ind., one machine; New Athens Milling Co., New Athens, Ill., one machine; Sweet Springs Milling Co., Sweet Springs, Mo., one machine; Cape County Milling Co., Jackson, Mo., one machine; Lutesville Milling Co., Lutesville, Mo., one machine; Lawrence & Hamilton Feed Co., New Orleans, La., two machines; Mystic Milling Co., Sioux City, Iowa, one machine; Mollett Grain Co., McClure, Ohio, two machines; Baltimore Pearl Hominy Co., Baltimore, Md., two machines; John Thompson & Sons, Ltd., Belfast, Ireland, two machines.

The editor will welcome technical articles of interest to the trade.

SHAKE-UP IN KANSAS.

On January 21 State Grain Inspector J. W. Radford let out ten employes of his department; accepted the resignation of Chief Deputy W. J. Graham, and reduced H. B. Auman from a deputyship "to the ranks."

"This action was taken in accordance with the orders of Governor Stubbs," Mr. Radford said to a Times reporter. "In accordance with his idea of bettering the service, I also recommended the abolition of the fee system for the inspection of grain and a change in the present state law to place the grain inspectors on salary."

When Gov. Stubbs was asked about it at Topeka he said: "The chief inspector told me that he had more men than were really needed there. I do not believe in carrying men on the payroll who are not needed, so I told Mr. Radford to discharge those not needed. I don't know how many there were or who they were."

NEW ORDER IN MISSOURI.

The Missouri Railroad and Warehouse Commission of three is elective, and now includes F. A. Wightman of Monett, H. R. Oglesby of Warrensburg and John A. Knott of Hannibal. Mr. Knott, chairman, was re-elected last fall. He does not appear, however, to "flock" with the other two members, who are now working together with the Governor. In explaining to a Globe-Democrat reporter the removal in December last of O. J. Miller, a relative of Knott, and the advancing of M. C. Fears to be assistant chief inspector at St. Louis, placing Miller in charge of weighing, thus restoring the statu quo ante Oglesby's election, Mr. Wightman said that the law contemplates that the deputy chief inspector shall be a judge of grain and shall represent the chief inspector during his absence. "As the chief inspector is located in Kansas City, and as Mr. Fears has been the man in St. Louis to whom we had looked to settle all disputes such as are continually arising in regard to the grade of inspection at St. Louis, we decided that the man on whom we must depend for proper and uniform grading in St. Louis should be in authority during the absence of the chief inspector. We were convinced that good results could not be obtained otherwise. It was simply a business situation on which Mr. Knott and I have always differed, and there is no personal feeling as far as I am concerned."

TRADE LITERATURE.

Daniel Stern, 355 Dearborn Street, Chicago, has published "The Advertising Manual," a treatise on the subject of advertising and an exposition of the correct methods to be applied in the preparation of newspaper advertisements from which good results may be expected. It is intended for retail merchants, more particularly, but will be found to contain suggestions of use to all classes of advertisers. The price is \$3.50, postpaid.

Responding to an Oregon inquiry, Consul-General Alban G. Snyder reports from Buenos Aires that most of the wheat elevators in Argentina belong to private individuals, and the charge for grain passing through is 5½ cents (American currency) per ton. The elevator charge on wheat coming from cars to ship is 5 cents per ton, dock charges being also on a tonnage basis. There are no municipal charges at the port where the wheat is shipped.

Governor Deneen has appointed a strong committee to promote the scheme of an enlarged waterway from the Lakes to the Gulf. But there are two sides to the question. One does not need to have traveled through Champaign, Ill., or to have had Illinois champagne travel through him, to be competent to have observed, at some of the banquets given here in support of the measure, that the Gulf stream is apt to have an uncanny effect upon the "interior states."—Pope & Eckhart Co.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, February 13, 1909, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore.....	326,000	499,000	203,000	148,000	3,000
Boston.....	572,000	148,000	25,000	19,000	72,000
Buffalo.....	2,116,000		1,394,000	121,000	427,000
do. afloat.....	4,900,000		266,000		
Chicago.....	4,388,000	981,000	798,000	65,000	1,016,000
do. afloat.....	103,000				
Detroit.....	348,000	263,000	114,000	30,000	1,000
do. afloat.....					
Duluth.....	6,992,000	252,000	1,170,000	38,000	660,000
do. afloat.....					
Galveston.....	155,000	316,000			
do. afloat.....					
Indianapolis.....	178,000	265,000	121,000		
Kansas City.....	3,138,000	861,000	294,000		
Milwaukee.....	444,000	544,000	182,000	31,000	217,000
do. afloat.....					
Minneapolis.....	14,077,000	446,000	2,253,000	117,000	958,000
New Orleans.....	309,000	860,000	262,000		
do. afloat.....					
New York.....	1,284,000	197,000	852,000	81,000	381,000
do. afloat.....					
Peoria.....		37,000	810,000	35,000	3,000
Philadelphia.....	206,000	131,000	86,000	25,000	
St. Louis.....	1,560,000	498,000	613,000	30,000	172,000
do. afloat.....					
Toledo.....	306,000	267,000	164,000	23,000	1,000
do. afloat.....	70,000				
On Canal.....					
On Lakes.....					
Grand total.....	41,472,000	6,565,000	9,607,000	763,000	3,911,000
Corresponding date 1908.....	45,639,000	8,559,000	9,278,000	828,000	4,986,000

ANNUAL RECEIPTS.

The following statements of annual receipts of grain, etc., were received too late to appear in regular table in the January number:

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Articles.	1908.	1907.	Shipments—	1908.	1907.
Wheat, bu.....	2,077,900	2,185,050	1,442,100	1,456,350	
Corn, bu.....	960,250	2,418,900	408,250	1,569,700	
Oats, bu.....	474,000	363,000	546,000	234,000	
Barley, bu.....	67,100	29,900	4,400	11,000	
Rye, bu.....	47,300	27,300	13,200	2,100	
Bran, lbs.....	1,920	1,400	6,200	6,180	
Flaxseed, bu.....	5,000	2,000	2,000		
Hay, tons.....	16,212	15,336	3,324	4,692	
Flour, bbls.....	17,570	7,750	204,750	123,000	

MONTREAL—Reported by George Hadrill, secretary of the Board of Trade.

Articles.	1908.	1907.	Shipments—	1908.	1907.
Wheat, bu.....	30,846,373	25,290,140	27,441,248	20,975,373	
Corn, bu.....	719,182	5,447,056	317,491	5,012,647	
Oats, bu.....	2,809,736	5,700,273	411,753	4,133,032	
Barley, bu.....	1,662,635	1,185,094	1,289,206	949,164	
Rye, bu.....	323,563	106,770	256,426	131,169	
Flaxseed, bu.....	1,373,806	2,166,308	685,368	1,381,935	
Flour, bbls.....	973,314	1,121,482	1,373,570	1,738,411	

NEW ORLEANS—Reported by H. S. Herring, secretary of the Board of Trade.

Articles.	1908.	1907.	Shipments—	1908.	1907.
Wheat, bu.....	3,070,500	5,318,200	3,508,309	5,182,965	
Corn, bu.....	5,876,400	9,051,000	4,602,796	8,403,993	
Oats, bu.....	3,735,765	4,227,500	124,730	1,964,639	
Hay, bales.....	613,425	659,179	61,291	57,804	
Flour, bbls.....	1,123,297	766,218	860,078	855,808	

*Exports only.

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade.

Articles.	1908.	1907.	Shipments—	1908.	1907.
Wheat, bu.....	1,441,228	863,405	1,337,242	1,093,300	
Corn, bu.....	16,827,384	17,488,600	13,370,142	12,723,000	
Oats, bu.....	10,799,700	12,891,200	10,852,232	12,757,500	
Barley, bu.....	2,129,100	2,697,400	1,075,983	743,000	
Rye, bu.....	337,000	362,300	93,100	113,100	
Mill feed, tons.....	23,722	23,434	35,631	38,029	
Spirits and liquors, bbls.....	91,055	116,310	552,432	579,353	
Syrups and glucose, bbls.....	68,190	49,021	61,220	48,150	
Seeds, lbs.....	825,000	510,000	900,000	285,000	
Broomcorn, lbs.....	915,000	2,685,000	1,423,600	3,346,000	
Hay, tons.....	38,712	44,300	7,280	12,281	
Flour, bbls.....	1,063,100	863,405	1,060,999	761,130	

THE "PATTEN CORNER."



Patten is still holding his May, at least it "looks" that way.—Zahm & Co., January 30.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of January, 1909:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.	Shipments.
	1909.	1908.
Wheat, bushels.....	84,749	328,391
Corn, bushels.....	1,165,319	3,378,182
Oats, bushels.....	228,933	233,042
Barley, bushels.....	1,500	300
Malt, lbs.....		
Rye, bushels.....	24,580	230,156
Timothy Seed, lbs.....	1,279	1,238
Clover Seed, lbs.....	9,908	633
Hay, tons.....	4,012	6,310
Straw, tons.....		
Flour, bbls.....	146,951	187,178
Mill feed, tons.....		

BOSTON—Reported by Daniel D. Morss, secretary of the Chamber of Commerce.

Articles.	Receipts.	Shipments.
	1909.	1908.
Wheat, bushels.....	630,951	587,390
Corn, bushels.....	350,923	394,725
Oats, bushels.....	296,475	330,098
Rye, bushels.....	1,329	7,615
Barley, bushels.....	92,273	17,340
Flax Seed, bushels.....		
Peas, bushels.....	7,219	7,580
Mill Feed, tons.....	1,064	2,938
Cornmeal, bbls.....	6,172	1,185
Oatmeal, bbls.....	10,700	10,678
Oatmeal, sacks.....	26,931	5,484
Hay, tons (bales).....	9,810	12,220
Flour, bbls.....	142,057	154,587

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.	Shipments.
	1909.	1908.
Wheat, bushels.....	306,950	1,168,060
Corn, bushels.....	8,768,611	12,376,032
Oats, bushels.....	6,323,191	7,634,640
Barley, bushels.....	2,867,050	2,095,785
Rye, bushels.....	149,000	233,671
Timothy Seed, lbs.....	3,878,184	2,091,804
Clover Seed, lbs.....	881,019	565,402
Other Grass Seed, lbs.....	3,214,980	1,228,740
Flax Seed, bushels.....	161,350	152,863
Broom Corn, lbs.....	1,033,818	1,130,666
Hay, tons.....	27,785	26,790
Flour, bbls.....	688,983	864,266

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.	Shipments.
	1909.	1908.
Wheat, bushels.....	232,548	149,172
Corn, bushels.....	645,342	823,342
Oats, bushels.....	204,408	353,122
Barley, bushels.....	54,050	46,415
Malt, bushels.....	120,046	135,034
Rye, bushels.....	77,030	33,254
Timothy Seed, bags.....	483	2,881
Clover Seed, bags.....	6,126	4,280
Other Grass Seed, bags.....	15,072	9,809
Hay, tons.....	14,298	13,199
Flour, bbls.....	126,646	102,111

CLEVELAND—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Articles.	Receipts.	Shipments.
	1909.	1908.
Wheat, bushels.....	18,220	65,753
Corn, bushels.....	345,050	1,192,718
Oats, bushels.....	378,460	381,879
Barley, bushels.....	17,500	5,342
Rye, bushels.....		
Flax Seed, bushels, water.....		
Hay, tons.....	3,251	4,519
Flour, barrels.....	4,777	4,073

DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade.

Articles.	Receipts.	Shipments.
	1909.	1908.
Wheat, bushels.....	796,888	2,107,640
Corn, bushels.....	172,062	1,043
Oats, bushels.....	212,662	430,187
Barley, bushels.....	172,808	124,125
Rye, bushels.....	14,118	9,629
Flax Seed, bushels.....	145,226	507,013
Flour, bbls.....	34,470	34,095

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.	Shipments.
	1909.	1908.
Wheat, bushels.....		394,640
Corn, bushels.....		1,117,051
Oats, bushels.....		
Barley, bushels.....		

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Articles.	Receipts.	Shipments.
	1909.	1908.
Wheat, bushels.....	2,156,000	2,883,300
Corn, bushels.....	944,150	1,307,900
Oats, bushels.....	567,000	493,500
Barley, bushels.....	47,300	25,300
Rye, bushels.....	2,200	9,450
Flax Seed, bushels.....	2,000	3,000
Bran, lbs.....	1,540	920
Hay, tons.....	14,916	20,520
Flour, bbls.....	10,750	5,500

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	Receipts.	Shipments.
	1909.	1908.
Wheat, bushels.....	288,000	679,000
Corn, bushels.....	760,000	408,000
Oats, bushels.....	868,000	808,000
Barley, bushels.....	1,185,600	1,638,000
Rye, bushels.....	129,600	150,900
Timothy Seed, lbs.....	252,000	933,290
Clover Seed, lbs.....	580,380	1,061,305
Flax Seed, bushels.....	36,040	1,060
Hay, tons.....	3,080	4,170
Flour, bbls.....	159,425	206,200

MINNEAPOLIS—Reported by E. S. Hughes, assistant secretary of the Chamber of Commerce.

Articles.	Receipts.	Shipments.
	1909.	1908.
Wheat, bushels.....	4,888,280	5,937,100
Corn, bushels.....	664,060	859,890
Oats, bushels.....	817,690	1,610,530
Barley, bushels.....	1,420,400	875,250
Rye, bushels.....	116,130	113,760
Flax Seed, bushels.....	542,250	587,680
Hay, tons.....	2,370	1,870
Flour, bbls.....	15,753	16,072

MONTREAL—Reported by George Hadrill, secretary of the Board of Trade.

Articles.	Receipts.	Shipments.
	1909.	1908.
Wheat, bushels.....	25,090	32,719
Corn, bushels.....	22,373	1,997
Oats, bushels.....	301,715	130,376
Barley, bushels.....	37,711	19,626
Rye, bushels.....		
Flax Seed, bushels.....	121,915	42,700
Flour, barrels.....	21,054	12,331

NEW ORLEANS—Reported by H. S. Herring, secretary of the Board of Trade.

Articles.	Receipts.	Shipments.
	1909.	1908.
Wheat, bushels.....	17,000	48,000
Corn, bushels.....	926,200	1,070,000
Oats, bushels.....	193,300	1,046,789
Barley, bushels.....		6,076
Rough rice.....		
Clean rice pockets.....		
Hay, tons.....	4,055	215
Flour, bbls.....	51,000	74,110

Shipments include exports only.

NEW YORK—Reported by H. Heinzer, statistician of the Produce Exchange.

Articles.	Receipts.	Shipments.
	1909.	1908.
Wheat, bushels.....	1,179,600	1,748,618
Corn, bushels.....	724,000	643,143
Oats, bushels.....	1,592,200	88,848
Barley, bushels.....	275,400	127,274
Rye, bushels.....	5,750	17,000
Timothy Seed, bags.....		4,086
Clover Seed, bags.....	10,297	19,824
Other grass seed, bags.....		
Flax seed, bushels.....	157,300	
Broom corn, pounds.....		
Hay, tons (in bales).....	28,260	24,767
Flour, barrels.....	414,468	200,049

OMAHA—Reported by Edward J. McVann, secretary of the Omaha Grain Exchange.

Articles.	Receipts.	Shipments.
	1909.	1908.
Wheat, bu.....	1,022,400	841,200
Corn, bu.....	2,253,900	737,000
Oats, bu.....	942,400	915,

[For the "American Elevator and Grain Trade."]
ST. LOUIS' CHASE FOR A MILLION.

BY F. S. RUTHERFORD.

St. Louisans want a million in their city very bad. But they don't know how to reach it, and it's very, very sad; Once they had an Exposition which they thought would swell the crowd. But the Expo' proposition lies enveloped in a shroud. World's Fair was quite a feature in St. Louis for a while, Inducing hope for increase, and bringing pleasant smile; But the Fair has gone a-glimmering, and its visitors have flown. And the million population in St. Louis hasn't shown. Then there was illumination of the streets as bright as day. With confetti flying freely, and St. Louis feeling gay; But the lights have been extinguished, cutting out the happy lark. And for millions population they are groping in the dark. Free Bridge was contemplated and on paper showed up well, Casting over all St. Louis enchanting, hopeful spell, But the Bridge was never builded, and the million couldn't cross To swell St. Louis city; and the scheme has turned to dross. Clubhouses are a favorite, and St. Louis wants some more, In which great and noble virtue she is getting to the fore, And she'll play at golf and tennis, which is truly very great. But it doesn't draw a million at a very rapid rate. St. Louisans have been liberal, dumping money in the West. When a mining scheme was proffered, which they swallowed with a zest; But the gold and silver bullion that were present in their dreams Didn't turn the emigration to their town in mighty streams. Veiled Prophet and his pageant many years have graced the streets Of the good old town St. Louis, and afforded pleasant treats; But he never proved a profit in the population's gain, For increase in city's numbers is induced by something plain.

Flowing past St. Louis city on its journey to the sea, The father of all rivers, in its grandeur, liberty, The Mississippi River, the mightiest of them all, To the city of St. Louis has appearance very small. The noble Mississippi daily sheds her copious tears On St. Louis' vacant wharfage while she vainly looks for piers Where perchance there might be bustle and the handling of some freight, To fulfill the ancient promise that St. Louis would be great. With grief the shacks are noted on St. Louis' frontage line, Disgraceful to a city that aspires to something fine, Denoting lack of progress, denoting lack of vim. Sacrificing great ambition but to satisfy a whim. In disgust this mighty river flows onward toward the sea, And murmuring thus indulges in a truthful reverie: "On my bosom I can carry all the commerce of the earth. But St. Louis for some reason does not seem to know my worth. The people in that city prate of fourteen feet or more For my depth down to New Orleans from their desolated shore, But 'twere better that they utilize that which I offer now, For to no other waters would I at the present bow. I have depth to carry produce, all the flour and all the grain Can be brought into St. Louis by every boat and train From the upper Mississippi, from the utmost North and West, From Atlantic to Pacific, from the bottom to the crest. If St. Louis will awaken from her pipe-dream, from her sleep, Set her fleets of barges on me, I will be sufficient deep. She will be the greatest market for the grain crops in the world, And her million population hope will quickly be unfurled." St. Louis, February 6, 1909.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

IMPROVEMENTS AHEAD.

Editor American Elevator and Grain Trade:—The January copy of "Elevator and Grain Trade" reached us, and we are quite pleased with the journal.

We are now in correspondence with some of

your advertisers for additional plans, and hope before long to give you something of interest in regard to our place of business.

Very respectfully,
 Seneca, Mo. SENECA ELEVATOR CO.

GRAIN DEALERS' NATIONAL ASSOCIATION.

Editor American Elevator and Grain Trade:—Picker & Beardsley of St. Louis have notified us of their intention to adopt, for use in their business, the National Association official form of confirmation blank.

I am also in receipt of a telegram from the clerk of the United States Senate, reading as follows:

"S. 382 (McCumber bill) reported without amendment. On calendar, may not be reached for two weeks." Respectfully yours,
 Toledo, O. J. F. COURCIER.

WEIGHTS FOR COMPUTATION OF FREIGHT.

Editor American Elevator and Grain Trade:—We have been advocating for a number of years the advisability of getting our state Legislature to amend section 118 of the "Act regulating the receiving, transportation and delivery of grain by railroads, etc. (approved April 25, 1871, in force July 1, 1871, page 636)," after that clause which says:

"Damages.—In default of such delivery, the corporation so failing to deliver the full amount of such grain not delivered at the time and place when and where the same should have been delivered."

Here add the following amendment:

"The said amount of shortage shall be deducted from the freight on said car when the freight is paid."

This little clause would save to the shippers of Illinois and to the farmers thousands of dollars annually and an endless amount of trouble. As it now stands, dealers are compelled to wait months and years, and even then only a small part of such claims are ever paid.

We presume that most of the shippers are aware that the law as it now stands also reads:

"And such corporation shall weigh and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of grain, without any deduction for leakage, shrinkage or loss in the quantity of same."

We think that by all means our state Grain Dealers' Association and also the National Association should take immediate steps to have the state law and the interstate law amended to cover this point.

Yours truly,
 Springfield, Ill. E. R. ULRICH, JR.

THE NATIONAL HAY ASSOCIATION.

Editor American Elevator and Grain Trade:—After a long and tedious delay the annual report has been received from the printer and mailed to our membership. If each one has not, it is because it was miscarried, and I would thank those who did to notify me at once and I will mail an additional copy.

I feel that some explanation is due for the delay in getting the report in members' hands. The copy for the book was gotten ready this year in ample time to get the report out early in October. The contract was let in September, and we had every assurance that the job would be quickly done; but by the time the printers began to work on it, Mr. Bullock (the founder of the National Hay Association), who had the work in hand, was taken very ill and was never able to be at his office again. This, of course, was unforeseen, and no one is to blame for it; and I feel sure that our members, on account of Mr. Bullock's great service to the Association, will gladly forget the incident. I feel that we have sustained a great loss in his death, as his place cannot readily be filled.

Our shippers in consigning hay should be care-

ful to insert in the bill of lading "Inspection Permitted," otherwise delays are liable to occur and damage accrue.

There is a movement on foot now to ask the Interstate Commerce Commission to grant the hay and grain interests a hearing, with the hope that they will promulgate a rule so changing the bill of lading that it may not be as drastic and permit inspection under reasonable restrictions.

President Niezer is trying hard to increase the membership by the time we meet at Cedar Point in July next. The individual members can do more to assist him than anyone else; and if each has someone in mind whom he would like to see join, let him write President Niezer or myself and we will see what can be done.

Very truly yours,
 Winchester, Ind. P. E. GOODRICH, Secy.

USES FOR CORN.

Editor American Elevator and Grain Trade:—"Aye the Corn, the Royal Corn, within whose golden heart there is of life and strength for all Nations."—Gov. Oglesby.

National and state corn expositions have so greatly stimulated the interest of the people in this King of Crops that there lately have been many inquiries received asking what are the uses of corn, what are its products, and what is ultimately done with it. The Government report each year shows an increased acreage and yield; and as there are no noticeable accumulations of corn in the markets of the country, the consumption must be greater.

Through the favor of the Secretary of Agriculture at Washington; the University of Illinois at Urbana; the State College of Iowa at Ames, Iowa, and the Corn Products Manufacturing Company of Chicago, the following list of the uses and products of corn and the corn plant has been secured; and as a knowledge of what is done with corn must be an advantage to everyone who is directly interested in handling corn, I hope that you may publish the list in your very valuable journal:

- 1, Anhydrous sugar, for the drug trade and bottled wines and beer; 2, alcohol; 3, Appetizo; 4, American gum, for confectioners' specialties; 5, axle grease; 6, adulterating Para rubber; 7, beer; 8, boiled, green in the ear; 9, bran; 10, British gum, for running colors in textile mills; 11, boot and shoe heels; 12, corn; 13, corn syrup, three grades; 14, Corn Toasties; 15, corn, hulled; 16, corn flakes, toasted; 17, corn hearts; 18, corn and cob meal; 19, corn oil; 20, cloth; 21, cylinder oil; 22, chair cushions; 23, car springs; 24, coloring; 25, charcoal; 26, car wheels; 27, chop feed; 28, candy; 29, crackerjack; 30, canning corn; 31, dried corn; 32, dextrines, in five grades; 33, denatured alcohol; 34, fiber shades; 35, filling vehicle cushions; 36, filling horse collars; 37, floor rugs; 38, fuel, cobs; 39, fiber from the outer shell of the stalk; 40, Flourine, for mixing with wheat flour; 41, fodder; 42, glucose; 43, glucose, crystal, for confectioners; 44, glucose, mixing, for jellies, marmalades, preserves, etc.; 45, granulated gum, a substitute for gum arabic; 46, gun cotton; 47, glue; 48, gluten feed; 49, germ meal; 50, Grape Nuts; 51, gin; 52, grits, refined, an adjunct of malt in brewing; 53, grape sugar, used by brewers; 54, hominy; 55, hulls; 56, imitation amber; 57, invalid foods; 58, Korn Krisp; 59, Kernlet; 60, library paste; 61, ladies' face powder; 62, linoleum; 63, lubricating oil; 64, meal; 65, malt; 66, molasses for stock food; 67, mattresses; 68, oil cloth; 69, oil cake; 70, oil meal; 71, parched, substitute for coffee; 72, paragon, a substitute for rubber; 73, Pyroxline varnish, from the shell of the stalk; 74, printers' ink; 75, pitch (cellulose), for packing battleships; 76, poultry foods, from granulated blades and tassel; 77, paper, from the stalk; 78, pipes, from the cob; 79, pulp boards; 80, packing, for dolls; 81, potash; 82, papier mache; 83, paint; 84, roofing; 85, rope; 86, roasted, green in the ear; 87, seed; 88, starch, edible, four grades; 89, starch, powdered, for baking powders; 90, starch, confectioners'; 91, starch, mill, for running colors in textile mills; 92, starch, laundry, five grades; 93, silage; 94, shorts; 95, stover; 96, smokeless powder; 97, salve; 98, substitute talcum powder; 99, substitute photographic paste; 100, shredder fodder, for stock bedding; 101, sofa pillows; 102, soap, laundry; 103, soap, toilet; 104, soap, shaving; 105, shoe horns; 106, vinegar, from cobs; 107, wax; 108, whisky.

Very truly yours,
 S. W. STRONG,
 Secy. I. G. D. Ass'n.

FIELD SEED SECTION

PLANTS AND SEEDS IMPORTED.

The Bureau of Plant Industry, in Bulletin 132, gives a list (1312 of the series) of 2,672 seeds and plants imported by the Department of Agriculture during eighteen months. The "Introductory Statement," among other things, says:

A feature of the work of Foreign Seed and Plant Introduction which is growing rapidly and which appears in this inventory is the introduction of small quantities of seeds and plants in response to requests of plant breeders who are at work on particular crops. This feature opens up the whole world as a new field to be explored, for there are hosts of wild forms which are related to our cultivated fruits and cereals and which the plant breeder needs to mix in with his American forms to get new combinations of valuable characters.

For example, the inventory includes seeds of the wild beet of Sicily for the sugar-beet breeder; a wild asparagus from Japan, another from Cape Town, and a third from southern France for the asparagus breeders of the country; wild rhubarbs from China and France; wild plums from Siberia and north China; wild blackberries, raspberries and strawberries from China; wild currants from Korea; a wild pyrus from Norway; a collection of wild apples and pears from various parts of the world, the gift of the Arnold Arboretum; wild apricots from China; a wild rose from north China; a native wild timothy from Siberia; the *Solanum commersonii*, a wild wet-land potato from Uruguay, and a native wild cherry from Korea. All of these things are already in the hands of plant breeders, who will discover what they have of value in them for the production of new and valuable forms for general cultivation.

This work for the breeders is just beginning. It is longer in bringing in financial results to the country than the introduction of a superior strain of cereal or fruit, but it lies at the bottom of the origination of entirely new things whose possibilities are now quite unknown, and, judging by the experience of the past, it is safe to predict that a single one of these new forms may repay to the farmers or fruit growers of the country hundreds of times what their introduction has cost. While individual firms, through the increasing intercourse between countries, can be depended on more and more to introduce varieties of staple crops, there is no money to be made from the search for these wild forms for the use of plant breeders, who are generally spending all the money they can spare on their nurseries and trial grounds. It is therefore a legitimate work for the Government to aid these experimenters, who are at the same time benefactors and who seldom make financial gains from their new originations, because there is no way of retaining control of their sale long enough to make them very profitable. * * *

Among the more notable collections which appear in this inventory are those of our agricultural explorer, Mr. Frank N. Meyer, who has spent the entire time represented by this inventory in northern China and who has with most unusual devotion and bravery gathered together and successfully gotten to this country 680 different things. He has collected personally the seeds and cuttings of valuable trees and shrubs from the neighborhood of Peking; forage crops from Manchuria, and grasses, legumes, vegetables, cereals, hardy stone fruits, apples, pears, grapes and ornamentals from northern Korea, eastern Siberia and Manchuria. These explorations in China by Mr. Meyer have been the most extensive that have been undertaken by this office and at the same time the most economically conducted. Mr. Meyer has at two different times come very near losing his life, and during a large part of his journeyings he has been subjected to extreme hardships such as few of our previous explorers have had to contend with. His work is deserving of the highest praise.

This inventory also includes the collections of Prof. N. E. Hansen, of the South Dakota Agricultural College, who made, as agricultural explorer of this office, an extensive trip through northern Europe and across Siberia by rail. The results of his collections are recorded in 309 inventory numbers, and these include high-latitude grains and leguminous plants from above the Arctic Circle in Norway and Sweden; interesting forage grasses, clovers and alcohol potatoes from Russia; vegetables, stone fruits, sorghums and millets from Turkestan, and new cereals, grasses, alfalfas and vetches from Siberia. Of these the most remarkable are the wild alfalfas, which form a part of the excellent wild hay of the steppes and which are subjected to the most unusual cold and drought, and it is hoped that they will prove of value in the northern area of the Mississippi Valley. * * *

London Corn Circular says: "Annual seed report makes English red clover acreage this year larger than usual, and weather has been fine but yield below average and quality disappointing. Prices moderate. Foreign red clover shows bumper crop in America, of rather pale quality. Central France supplies have been large, while Hungary, Bohemia and Russia have only moderate yield of ordinary quality. Chilean red crop re-

ported under that of last season. White clover supplies smaller than year ago, with qualities only fair. Alsike supplies moderate, with prices below last season."

BEAN JOBBERS' ASSOCIATION.

The midwinter meeting of the Michigan Bean Jobbers' Association was held at Detroit on January 27-28. There were reports by officers and several papers; but the topics that received most



LEM THOMPSON, CHESANING, MICH.

attention were the tariff on beans and the pure seed bill before the Michigan Legislature. The jobbers are endeavoring to have the present duty of 45 cents a bushel on beans left undisturbed in



C. H. ESTEE, SHEPHERD, MICH.

the next tariff. The petition now being circulated for that purpose, among other things, says:

We believe that this duty is necessary for the protection of those engaged in the raising and marketing of the crop. The production of this crop is confined to a limited area in the North, as the area of rice production is limited in the South. The duty on rice is 2 cents per pound

and we have no reason to question its necessity.

The area suitable for the production of beans in a commercial way, because of climatic conditions and the ravages of the bean weevil, is confined to New York, Michigan, Wisconsin and California. Statistics are more available concerning the crop in Michigan than in any other state. The crop of Michigan runs from 5,000,000 to 7,000,000 bushels per year. At the present price such a crop would be worth from \$10,000,000 to \$14,000,000 annually. In spite of the tariff large quantities of beans are imported.

Last year more than 2,000,000 bushels were brought in. When the crop becomes low in price competition from abroad is lessened, else our farmers could not raise beans at all. There are some 300 plants in Michigan, which have been built and equipped for the handling of beans. These range in value from \$5,000 to \$40,000.

Employment is given in these to many hundreds of people. The present tariff cannot be let down without affecting the owners of, and operatives in, these various institutions, and the growers of beans as well. In the production of beans, according to the last printed statement of the Secretary of State, more than 300,000 acres of land are cultivated in Michigan, and the cost to the consumers is the same, 16 cents per quart, almost without variation and without regard to the price paid to the producer.

The pure seed bills before the Legislature were opposed in a resolution, which was adopted, protesting against all of the bills now pending. "Beans are seeds, of course," said President J. A. Heath of Lenox-Richmond. "All bean men want pure seed legislation, but they do not want laws that are too drastic. If the bills now before the Legislature are passed, they will drive every bean man in the state either out of business or into jail. There is no such a thing as absolutely pure seed stock. To get pure stock the seeds must be hand picked, and even then there would be impurities. No man can tell except by experimenting whether every individual seed in a pile will sprout."

Prof. Albert N. Merritt, acting secretary of the Merchants' Exchange of Chicago, presented a petition signed by all the wholesale grocers in Chicago requesting that beans be sold at net weight instead of gross, as is the present custom in making contracts. The Chicago wholesalers, on the other hand, are allowing a tare of one pound per bag on all their sales of such goods. If they were to continue buying at gross weight they would, it is said, be subject to a loss of one pound on each bag handled. Their contention is, therefore, that as long as the one pound of beans which is saved by the Michigan bean jobbers is worth about 4 cents, while the bag is worth about 16 cents, the producer is, at all events, compelled to figure in at least three-fourths of the cost of the bag in the price of the beans, and that it would be equally as easy for him to figure in the entire 16 cents as a portion of his cost of production, along with harvesting, cleaning and transportation, and to regulate his price accordingly.

No action was taken on the petition.

ACTION ON IMPORTED SEEDS.

The Treasury Department in January issued directions to all collectors of customs to take 2-ounce samples of all seeds entering the United States. Each sample taken from each consignment is to be transmitted to the Bureau of Chemistry in the Department of Agriculture, each package being labeled plainly with the name of the seed, as indicated in the invoice and the name of the importer. This action, however, does not prevent the customs officers from allowing the seeds to go directly into consumption irrespective of their nature, pending the making of tests at the Bureau of Chemistry. In this way the Department of Agriculture tacitly accepts the proposition which was rejected by it some time ago of securing unofficial samples of articles entering this country, allowing the consignments to go into consumption pending analysis. No explanation of the change in point of view is afforded.

The action with regard to seeds is likely ultimately to affect the trade in screenings and seed

used for feed, such as feed wheat, very largely. It has been the view of the Department of Agriculture that the department had authority under the pure food law to exclude all seeds that were improperly represented. Analysis of some samples showed that perhaps two-thirds of certain wheat offered as feed consisted of weed seeds, and it was believed that if such shipments were required to be properly labeled they would no longer be offered. The Treasury Department has been unwilling to apply the law in the way desired by the Department of Agriculture, early efforts resulting in holding back the consignments and causing derangement to the trade. Efforts to do this resulted in much complaint and the accumulation of demurrage charges on the cars whose movement was obstructed. The present arrangement is a compromise.

FREIGHT RULES FOR SEEDS.

Bogert, Maltby & Co. (Inc.), Chicago, call seed shippers' attention to the following rule, which became effective on all western railroads on November 1, 1908:

Each package, bundle or piece of less than carload freight must be plainly and indelibly marked, showing the name of consignee and the name of the station, town or city, and the state to which destined. Pasted labels or securely fastened cloth-lined, metal or leather tags may be used. * * * Freight not marked according to the above requirements will be rated one class higher.

The difference in freight rates between the two classes depends upon distance and points of origin and destination. For instance, if Chelsea, Iowa, should ship 100 bags of timothy seed to Chicago without marking each bag as directed above, the freight rate would be 47 cents per cwt., but if all the bags were marked the rate would be only 37 cents.

Mixed Carloads.—The general rule of all Western railroads governing shipments of mixed carloads of grain, seeds, etc., provides, in substance, as follows:

On shipments of mixed carloads of grain or seeds, or grain and seeds, the highest carload rate of freight and highest minimum weight of any commodity in the car will apply, provided that all but one of the different commodities are sacked.

SEED GROWERS' ASSOCIATIONS ETC.

The Missouri State Corn Show, held at Columbia during "Farmers' Week," which closed on January 8, was the best in the history of the enterprise. There were 281 entries of Missouri corn in competition for prizes aggregating \$1,270.

The first annual Seed Corn Contest, Exhibit and Lecture will be held in New Richmond, Wis., under the auspices of the New Richmond Business Men's Association on March 13. Professor R. A. Moore, the seed corn expert of the Wisconsin Experimental Station, is to be the judge and lecturer.

At the Ames meeting of the Iowa Corn Growers' Association John Sundberg was re-elected president, J. W. Coverdale vice-president, B. W. Crossley secretary, and Fred McCulloch treasurer. A new ruling was adopted, dividing the state into four sections of three districts each instead of three sections as formerly.

The Corn Growers' Association of Licking County, Ohio, has been organized with the following officers: President, W. C. Hall of Granville township; vice-president, J. F. Keller of Newark township; secretary and treasurer, C. C. Bone of Washington township. Another committee was appointed to arrange for a corn institute to be held in Granville in February.

The Nebraska Corn Improvers' Association held a meeting at Lincoln on January 22. The election of officers resulted as follows: President, R. Hogue, Crete; secretary, E. G. Montgomery, Lincoln; treasurer, E. P. Brown, Davey. The vice-presidents were chosen one from each congressional district as follows: F. W. Chase, Pawnee, First District; John I. Aye, Blair, Sec-

ond District; C. Y. Thompson, West Point, Third District; Ray Miller, Greenwood, Fourth District; W. D. Stelk, Grand Island, Fifth District; J. D. Ream, Broken Bow, Sixth District. Among the resolutions adopted was one recommending that county boards establish and maintain facilities for testing and breeding new varieties of corn.

With the approval of Governor B. B. Comer, Commissioner of Agriculture J. A. Wilkinson of Alabama has offered a series of prizes for excellence in farming work in that state, to be applied to the crop of the coming season, and aggregating \$1,675, it being the belief of the Commissioner that the betterment of the farmer lies more in the development of the crops of this class than in planting so much cotton.

The second annual convention of the Colorado Grain and Feed Growers' Association was held on January 21 at Denver. Professor Bull of Minnesota advocated a more careful selection of the seed, greater care in the preparation and harvesting of the grain and rotation of crops. Professor Fritz Knorr of the Colorado Agricultural College spoke on the value of pedigreed grain. The officers elected for the coming year are as follows: President, C. C. Williams of Yuma County; secretary, Professor Fritz Knorr, Fort Collins; treasurer, H. L. Locke, Longmont.

The Texas Corn Growers' Association closed a most successful meeting at Sherman on January 16. Officers were elected for the ensuing year as follows: A. M. Ferguson, president; J. W. Hornbeak, Corsicana, vice-president; F. K. McGinnis of Terrell, secretary and treasurer. The Association adopted a resolution condemning the appointive system of selecting a board of directors for the Agricultural and Mechanical College of Texas, favoring a system providing for the election of a delegate from each county in the state, this delegation to select the board of trustees.

PURE SEED LEGISLATION.

Bill 119, by Cosel, makes it unlawful in North Dakota to sell seed grain mixed with foul seeds.

Dr. O. M. Ball, botanist of the Texas Experiment Station at the Agricultural and Mechanical College of Texas, has prepared a bill which will be introduced at the Texas Legislature during the present session, which will seek to protect the farmers of the state against impurities in the seeds which they buy.

The Miller pure seed bill before the Michigan Legislature prohibits the use of over 5 per cent of sand as an adulteration. Senator Bates' proposed measure in the same state requires that samples of all seed offered for sale in Michigan be submitted to the Agricultural College Experiment Station for analysis.

The Southern Kansas Millers' Club has endorsed the bill creating a Seed Wheat Commission for that state. This Commission would employ a Commissioner at a salary of \$2,500 per annum to do the active work. The seed wheat would be sold to farmers and the money derived turned into the treasury of the Commission.

NEWS NOTES.

The Great Northern Railway will haul all seed this season at one-half regular rates.

The wheat which took the first prize at the Calgary Exhibition was Alberta red wheat and weighed 67¾ pounds to the bushel. Many other samples ran from 65 to 67 pounds. Four samples of oats weighed 47 pounds and the average was 43.

Southworth & Co., Toledo, Ohio, write February 11: Clover receipts in this market still continue large; while there has been a steady shipping demand, it has not been great enough to reduce our large stocks, to any extent. Many shippers have held their seed all season, and are just now beginning to ship. Prime Seed for October delivery is selling 55 to 60 cents over the

cash Prime, and there is a fairly good demand for it, at this difference.

The Salzer Seed Co., La Crosse, Wis., will erect additional elevator, capacity of 100,000 bushels.

C. C. Moore & Co., Hayward, Cal., have purchased a tract of land and are to open up a large seed ranch next spring. The company is successor to the Cox Seed Company, which had extensive holdings at Livermore. The Livermore ranch is to be closed and the entire business transferred to Hayward.

Seed corn raised by the boy members of the Corn Club of Huntington, Ind., sold at auction for \$6 a bushel, at the close of the annual farmers' institute. This is the highest price of any product ever raised in Huntington County. The club was organized last spring and the members raised seed from their own plats.

Adulteration of farm seed is to be made a special subject for investigation by M. C. Rankin, Commissioner of Agriculture of Kentucky, and he may adopt the expedient of publishing the names of all firms which are caught selling seed of any kind in which there are adulterants or which may contain the seeds of weeds.

The agricultural committee of the state Senate has unanimously approved the measure of Senator Ollis for the appropriation of funds by each county for the testing of seed corn. The bill provides that \$100 shall be spent by each county for the maintenance of farmers' institutes, and that a like amount shall be given for the testing of seed corn.

D. M. Ferry & Co., Detroit, have asked the ways and means committee to put a specific duty on seeds. The company claims that dealers can get seeds cheaper by buying big lots, but when they do they are hauled into court nearly every time to find why the valuation of their imports is so much lower than that of some others.

The Western Grain Dealers' Association and the department heads of Iowa State College are planning a series of special trains to tour Iowa and agitate the oats question among the agriculturalists. Prof. M. L. Bowman, Prof. H. G. Bell and other instructors in the farm crops department at Ames will be among the lecturers to accompany the original train.

The F. B. Mills Co.'s branch seed house in Washington, Iowa, is getting ready for business this spring. The warehouse is 40 feet wide, 100 feet long, three stories in height, and in addition to this floor space has a basement. Although the building was completed in October, 1907, the interior furnishings are not completed at this date, owing to the pressure occasioned by the growth of this business.

March is the month when clover seed shipments are always the largest. Last March they were small because the crop was very short and there was very little here. They were 11,500 bags, against 19,000 two years ago; 19,000 three years ago; 36,000 in 1905 and 29,000 in 1904. April shipments are occasionally large, but generally much smaller than March, depending partly upon whether the winter is a long one or not.—King & Co.

CANADIAN FLAXSEED IMPORTED.

One of the Minneapolis linseed oil companies on January 23 brought in three carloads of flaxseed from Canada, a deal unprecedented in the trade. The company offered to buy 50,000 bushels, but a difference of 1 cent in the price was enough to cause that trade to fall through. The duty is 25 cents a bushel on gross weight, or about 26½ cents on the seed as crushed.

The transaction has an importance, therefore, far greater than represented by the mere figures as to valuation of railroad tonnage represented, for it relates to the big questions of tariff revision and Canadian reciprocity that are much alive these days.

ELEVATOR AND GRAIN NEWS

ILLINOIS.

A farmers' elevator is being talked of at Alta, Ill.

John Davis of Arthur, Ill., has sold his elevator at Fairbanks, Ill.

An agitation has been started for a farmers' elevator at Lovington, Ill.

B. P. Hill has installed a new gasoline engine in his elevator at Everts, Ill.

L. J. West has acquired the elevator at Glenavon, Ill., and is conducting it.

The new elevator at Voorhies, Ill., has been completed, and put in operation.

Ellis Bros. have purchased the elevator of the Turner-Hudnut Co. at Atlas, Ill.

Olson Bros. & Co. of Chicago have purchased a Hall Signaling Grain Distributor.

George Van Voorst has purchased the elevator of William Hersher at Buckingham, Ill.

The Cisco Grain Co. of Cisco, Ill., has increased its capital stock from \$10,000 to \$15,000.

John L. Shirley is now engaged in the grain business at Clements (Murrayville P. O.), Ill.

The Johnston Lumber Co. has sold its elevator at Laura, Ill., to Davis Bros. and Joseph Potter.

The Findlay Grain and Coal Co. contemplates remodeling its elevator at Findlay, Ill., this spring.

The stockholders of the Farmers' Elevator Co. of St. Joseph, Ill., have decided to reorganize the business.

The Earlville Grange Elevator Co. of Earlville, Ill., has increased its capital stock from \$12,000 to \$17,000.

The Farmers' Square Deal Grain Co. of Morris, Ill., has increased its capital stock from \$15,000 to \$20,000.

J. L. Parrish has taken possession of the elevator at Deland, Ill., which he recently purchased from M. H. Kahler & Son.

J. R. Wagner of Metamora, Ill., has ordered a Reliance Dump Controller of the Reliance Construction Co. of Indianapolis, Ind.

The Burrell Engineering and Construction Co. of Chicago has commenced work on the new Farmers' Elevator at Minooka, Ill.

The Reichert Milling Co. has remodeled the building recently purchased at Vergennes, Ill., and is using it as a grain elevator.

E. M. Smith, Roy Stacey and J. C. Babcock have incorporated the Flagg Center Elevator Co. of Flagg Center, Ill., with \$6,000 capital stock.

Brinkerhoff & Wright are now conducting an elevator at Payne, Ill., a new station on the C., H. & D. R. R. between Brocton and Hughes.

The Burrell Engineering and Construction Co. of Chicago has completed the new Farmers' Elevator at Tallula, Ill. The house is now open for business.

Burglars blew the safe of the Walton Elevator at Urbana, Ill., on January 10, but obtained nothing of value, overlooking the cash in their hurry to escape.

The B. P. Hill Grain Co. is installing Reliance Dump Controllers, manufactured by the Reliance Construction Co. of Indianapolis, Ind., in its plant at Baileyville, Ill.

The Davis Grain Co. of Galesburg, Ill., has increased its capital stock from \$30,000 to \$45,000, and the number of directors has been increased from three to five.

William R. Moss, John P. Barnes and Ethel Main have incorporated the Lytle-McClure-Smith Co., of Chicago, Ill., with \$5,000 capital stock, to deal in grain, feed and farm products.

The Cincinnati Grain Co. of Covington, Ky., has been licensed to do business in Illinois, with a location at Decatur. Of the total capitalization of \$250,000, only a small part, \$1,250, will be used in Illinois.

The J. F. Leising Co. of Chicago, Ill., has been incorporated with \$15,000 capital stock to carry on a general business in grain, hay, seed, lumber, etc. The incorporators are J. F. Leising, W. W. Smith and L. M. Graham.

Secretary S. W. Strong of the Illinois Grain Dealers' Association reports the following recent changes among the grain dealers of Illinois: C. D. Wheeler succeeds the Neola Elevator Co. at Hinckley; E. H. Davis succeeds Coon Bros. at Ellis (Armstrong P. O.); S. S. Footh succeeds C. Keefe & Co. at Maple Park; H. H. Tucker succeeds E. M. Grunsted & Co. at East Lynn;

Wm. Ringle & Co. succeed Sherrard & Poppleton and White & Kellogg succeed O. M. Etter at Cambridge.

R. E. Hill, William Condon and G. W. Micenheimer have incorporated the Farmers' Grain Co. of Palmer, Ill., with \$10,000 capital stock. It is planned to purchase the Best Elevator at Palmer. Fay R. Best will probably be retained as manager for the new company.

The newly organized Donovan Grain Co. has purchased and taken possession of the Hutchins Elevator at Donovan, Ill. Frank W. Anderson is president of the new company, with George M. Thomas secretary. The business is under the management of Geo. W. Brainerd.

The Mincoka Grain, Lumber and Supply Co. of Minooka, Ill., expects to have its 55,000-bushel elevator completed by March 1. It will be equipped with a Fairbanks Gasoline Engine, Avery Scale and two Hall Signaling Grain Distributors. The Burrell Engineering and Construction Co. of Chicago are building the elevator.

IOWA.

A farmers' elevator company is being organized at Luther, Iowa.

The new elevator at Hancock, Iowa, will be completed about March 1.

The Russell Elevator at Allendorf, Iowa, has been closed for the season.

James Phipps has rented the elevator of C. S. Stearns at Garden Grove, Iowa.

Joseph Pratt has leased the Neola Elevator at Madrid, Iowa, and taken charge.

Farmers about Harcourt, Iowa, are agitating a farmers' elevator for that place.

Wm. Mair & Co. have leased the Neola Elevator Co.'s house at Charter Oak, Iowa.

H. A. Weimer has disposed of his grain business at Harris, Iowa, to Greig & Zeeman.

A. H. Morse has purchased the grain and coal business of Gleysteen & Co. at Livermore, Iowa.

The Farmers' Elevator Co. of Stanhope, Iowa, has increased its capital stock from \$10,000 to \$25,000.

It is reported that a farmers' elevator will be built at Sac City, Iowa. A company is being organized.

J. Richtsmeier, T. Zolcoski and F. Milliken are promoting a farmers' elevator company for Macey, Iowa.

Cook Bros. of Marshalltown, Iowa, have sold out their grain interests in and about that city, and will locate elsewhere.

The Farmers' Elevator at Hospers, Iowa, has been completed and opened for business under the management of J. S. DeVries.

The grain firm of McKee & Gay at Conesville, Iowa, has been dissolved, W. H. McKee buying the interests of his partner, J. C. Gay.

Ole Nelson has purchased the elevator of O. M. Johnson at Slater, Iowa, and will operate it in connection with his other elevator.

The Farmers' Elevator Co. of New London, Iowa, has placed its contracts with the Burrell Engineering & Construction Co. for a complete overhauling and remodeling.

G. W. Apfel has retired on account of poor health from the Shell Rock Grain and Milling Co. of Shell Rock, Iowa, and his partner, W. F. Brown, will continue the business alone.

The Farmers' Elevator Co. has been organized at Laurel, Iowa. The officers are: J. W. Wells, president; Peter Lukes, vice-president; F. H. McBroom, secretary, and George Putnam, treasurer.

The Younglove Construction Co. of Sioux City, Iowa, has installed Reliance Dump Controllers, manufactured by the Reliance Construction Co. of Indianapolis, Ind., in the elevators at Hancock and Wessington, Iowa.

THE DAKOTAS.

A farmers' elevator is projected for Cresbard, S. D.

A farmers' elevator is being considered at Rutland, N. D.

The Duluth Elevator Co. has closed its house at Hamilton, N. D.

A new farmers' elevator is being built at Dante, near Wagner, S. D.

A farmers' elevator company is being organized at Wentworth, S. D.

A feed mill has been installed in the elevator at Wimbledon, N. D.

C. E. Rice is building an addition to his elevator at Winfred, S. D.

The Farmers' Elevator Co. has been granted a site at Beresford, S. D., by the Chicago & North-

western, and has commenced work on a 30,000-bushel house.

It is rumored that another elevator will be shortly erected at Urbana, N. D.

The Monarch Elevator at Carthage Junction, N. D., is closed down for the season.

It is rumored that a farmers' elevator will shortly be built at Watertown, S. D.

The Andrews & Gage Elevator at Wyndmere, N. D., has been closed for the winter.

John Southall of Berlin, N. D., is planning to build an elevator at St. Marys, S. D.

The elevator of the Missouri Valley Milling Co. at Dickinson, N. D., is nearly completed.

Fisher & Gutschmidt have purchased the elevator of A. Schatz & Sons at Harvey, N. D.

The Monarch Elevator Co.'s house at Tower City, N. D., has been closed for the season.

J. J. Peters will start work on his new elevator at Crete, N. D., as soon as the weather permits.

Arrangements are being made for the formation of a farmers' elevator company at Doland, S. D.

A farmers' elevator company has been organized at Flasher, N. D. A new elevator will be built.

The Farmers' Elevator Co. of Vermillion, S. D., is planning to either build or buy an elevator at Burbank, S. D.

A farmers' elevator company is being organized at Stockholm, S. D. O. B. Fornell is chairman of the organization.

The Townsend-White Elevator Co. has purchased the Northwestern Elevator at Huron, S. D., and is operating it.

The farmers about Plankinton, S. D., are organizing an elevator company. It is planned to erect an elevator as soon as possible.

The Farmers' Society of Equity branch at Anamoose, N. D., have petitioned the Soo road for a site for an elevator at Anamoose.

The Farmers' Elevator and Mercantile Co. is planning on building a 40,000-bushel annex to its elevator at Lisbon, N. D., this spring.

A farmers' elevator is being erected at the new station of Denta, S. D., between Avon and Wagner, S. D., on the C., M. & St. P. R. R.

D. McKinnon is planning to rebuild his elevator at Lake Norden, S. D., recently burned. L. O. Hickok & Son of Minneapolis have the contract.

F. B. Johnson has acquired trackage for his elevator at Westport, S. D., and will keep open throughout the year. A feed mill will be kept in operation.

Stock to the amount of about \$9,000 has been subscribed toward a farmers' elevator company at Naples, S. D. An elevator will be built as soon as the weather permits.

A new farmers' elevator company has been organized at White Lake, S. D., with a capital stock of \$20,000. Charles Gobler is president of the company and J. C. G. Sale, secretary.

J. J. & L. Turbak of Altee, S. D., have acquired the Farmers' Elevator at Fairmont, N. D., and will operate it. Mr. J. J. Turbak will remove to Fairmont and take personal charge.

WESTERN.

A receiver has been appointed for the Pless Hay and Grain Co. of Bellingham, Wash.

J. E. Helmus of Marshall, Minn., has acquired a site at Malta, Mont., and will erect an elevator.

The Central Washington Flouring Mill Co. has purchased the grain business of R. J. Stephens at Almira, Wash.

M. B. Lytle has purchased an elevator site at Moore, Mont., from B. E. Stack, and will erect an elevator in the spring.

The warehouses of the Kerr-Gifford Co. at Moro and Grass Valley, Ore., collapsed recently from the weight of the snow upon them.

The McCaull-Webster Elevator Co. of Minneapolis has purchased an elevator site measuring 100x140 feet, at Buffalo, Mont., from S. S. Hobson and W. B. Sheil.

The Cargill Elevator Co. of Minneapolis is planning to invade the Judith basin territory in Montana this spring. Applications have already been made for sidetracks and elevator sites at several places, among them Judith Gap and Stanford.

The Pacific Farmers' Union is considering the erection of a large tidewater elevator and grain dock on Puget Sound. It is also planned to erect a number of new warehouses throughout Washington during the year. President L. C. Crow of Palouse, Wash., has called a meeting at

Spokane to consider the elevator and dock proposition.

A company has been formed at Colfax, Wash., by John O'Neill, James L. Strevy, John Bloom, H. F. Schreiber and Edward Reinhard, and it is planned to build grain warehouses at Mockonema, Diamond and Lee Siding, Wash.

EASTERN.

H. G. Shoff has purchased the grain business of C. Clark at North Stratford, N. H.

Fire in the grain establishment of Isaac Weimer at Chelsea, Mass., caused a small loss last month.

The Knight Grain Co. of Newburyport, Mass., has been incorporated with \$10,000 capital stock by Hale Knight, William H. Knight and Annie Knight.

Wright S. Travis, William K. Voorhees and Jacob E. Colyer have incorporated the Fulton Grain and Milling Co. of Brooklyn, N. Y., with \$30,000 capital stock.

The Hess Warming and Ventilating Co. of Chicago, Ill., has completed the building of a large three-story grain dryer for the Iron Elevator and Transfer Co. at Buffalo, N. Y.

Edward White, the grain dealer of Rockville, Conn., has purchased the Payne property in that town, and removed his business to the new location. He will install a grinder and will probably erect a grain elevator.

A certificate of incorporation has been filed by the Plymouth Feed and Grain Co. of Plymouth, N. Y. The capital is \$5,000 and the directors are C. B. Palmatier, Boynton Slater, B. D. Foster, P. H. Aldrich and C. B. Harrington.

A charter has been issued to the A. Dodge & Son Corporation of Beverly, Mass. The corporation has a capital stock of \$30,000, and will deal in grain and farm supplies. The incorporators are Albert Dodge, Chester P. Dodge, M. W. Carr and Walter C. King.

The temporary 40,000-bushel elevator of the Boston & Albany at East Boston, Mass., has been completed. The steel grain conveyors for the permanent 1,000,000-bushel elevator, which is to be erected in the course of the year, have also been completed.

Frank F. Henry, Eastern manager for the Washburn-Crosby Co. of Minneapolis, has announced that his company will erect an 850,000-bushel concrete storage elevator adjoining its new mill at Buffalo, N. Y. The new elevator, which will cost over \$200,000, will occupy a space 200x70 feet, and will be ready to take care of next fall's crop.

MINNESOTA AND WISCONSIN.

The Northwestern Elevator at Nassau, Minn., has been closed.

Peter Olk has completed his new elevator at Hortonville, Minn.

The Northland Elevator at Radium, Minn., has closed for the season.

The Peavey Elevator at Kandiyohi, Minn., has been closed for the season.

It is reported that A. D. Packard & Son will build a new elevator at Sherburn, Minn.

It is rumored that an elevator will be erected at Chicago City, Minn., in the near future.

J. T. Gates has disposed of his grain and feed business at Beloit, Wis., to Gayton & Moore.

Steps have been taken toward the organization of a farmers' elevator company at Lynd, Minn.

The Comstock Elevator Co. of Comstock, Minn., has been incorporated with \$25,000 capital stock.

The Salzer Seed Co. is planning the erection of a new 100,000-bushel elevator at La Crosse, Wis.

Farmers in the vicinity of New London, Minn., are agitating for a farmers' elevator at that place.

E. P. Richardson has sold out his grain business at Ableman, Wis., to the H. M. Johnston Lumber Co. of Baraboo, Wis.

W. G. Orht has purchased the warehouse and grain business of W. H. Hottman at Arena, Wis., and taken possession.

An effort is being made by the business men and farmers about Wolsey, Minn., to establish an elevator at that place.

James C. Tracey has purchased the elevator owned by the Harvey Dixon estate at Rochester, Minn., and will conduct it.

The Glenwood Farmers' Elevator Co. of Glenwood, Minn., has filed articles of incorporation, with a capital stock of \$10,000. The directors

are: P. D. Gilbertson, Julius Lachelt, Theodore Oune, F. W. Werdin, W. J. Hammond, Theodore Ogdahl and S. F. Laird.

Charles Hechtman of Osseo, Minn., has purchased the Cargill Elevator at Rogers, Minn., and will remodel it into a warehouse.

J. W. Rademacher has taken possession of the elevator of W. J. Tollefson & Co. at Arco, Minn., and will remodel the house.

Edward Egan and C. M. Curtis are behind a movement for the erection of a \$10,000 concrete screenings elevator at Osseo, Minn.

C. J. Sparr, W. E. Dodge and C. Dodge have incorporated the Wisconsin Elevator and Lumber Co. of New Lisbon, Wis., with a capital stock of \$25,000.

The Northwestern Consolidated Milling Co. of Minneapolis has amended its articles of incorporation so as to have full scope in operating its new 1,000,000-bushel elevator.

The Waseca County Farmers' Elevator Association has decided to move its elevator at Waseca, Minn., to the site formerly occupied by the elevator of Everett, Aughenbaugh & Co. in that city.

Articles of incorporation have been filed by the Comstock Farmers' Elevator Co. of Comstock, Minn. The company is capitalized at \$25,000. The incorporators are: Lars Bernhardson, Halvor Hendrickson, Otto R. Koester, Carl F. Ernst and Chas. F. Evert.

The Barnett & Record Co. has the contract for a new storage house annex to Elevator S, at West Superior, Wis. The house will be built on plans by Max Toltz, who designed the original Elevator S for the Great Northern Railway, and who was for years consulting engineer for the Canadian Pacific Railway in elevator work. The elevator is to be completed by September 1, 1909, and will have 72 circular bins 19 feet and 19 inches in diameter and 54 interstices. The house will have a total capacity of 2,430,000 bushels.

CANADIAN.

The Scottish Co-operative Society has decided to erect an elevator at Oakner, Man.

The Alberta Pacific Elevator at Red Deer, Alberta, recently shipped a carload of wheat to Mexico by way of Vancouver, B. C.

In a recent speech in the Saskatchewan Legislature, Mr. Langley, member for Redberry, advocated the empowering of rural municipalities to erect, own and operate grain elevators for loading, cleaning and storage purposes, but prohibiting them from dealing in grain.

The Barnett, McQueen Co., the Canadian branch of the Barnett & Record Co. of Minneapolis, have commenced work on the new 1,500,000-bushel elevator of the Thunder Bay Elevator Co. at Port Arthur, Ont. Piles are now being driven for the foundations.

The city council of Fort William, Ont., has passed a resolution favoring the exemption from taxes of the Western Elevator Co. of Winnipeg, for a period of ten years, on the new 900,000-bushel elevator which the company will shortly begin to erect at Fort William. As planned the house will cost about \$300,000.

Among the provisions in the agreement recently signed between the Canadian Pacific Railway and the city of Fort William, Ont., is that the company shall provide a cleaning elevator at the port within the next three years. At present the only cleaning elevator at the head of the lakes is at Port Arthur, and it is in the hands of private parties.

MISSOURI, KANSAS AND NEBRASKA.

Mr. Hayden is building an elevator at Carreiro, Kan.

Carlson & Co. are remodeling their elevator at Mead, Neb.

J. H. Dugan has sold his elevator at Rock Creek, Kan.

A new farmers' elevator is to be built at Hadar, Neb.

Harry and Arch. Strine are erecting a granary at Monrovia, Kan.

J. M. Black has built a new office at his elevator at Leho, Kan.

Hammel & Noble have purchased the Moran Elevator at Moran, Kan.

The new elevator of P. N. Mahon at Clyde, Kan., has been completed.

The Mott Store Co. will build a new grain elevator at Portageville, Mo.

The Hinds-Lint Grain Co. has remodeled its elevator at Robinson, Kan.

A farmers' elevator is being agitated at Inman, Kan. It is planned to purchase either the Weis-

thamer Elevator or the house of the Home Elevator Co.

G. W. Warner has purchased the elevator of J. O. Leeth at Netawaka, Kan.

W. R. Smith of Mound City, Mo., has purchased the elevator at Effingham, Kan.

The Central Grain Co. has purchased the Foster Elevator at Benedict, Neb.

The new 10,000-bushel elevator of O'Shea Bros. at Blaine, Kan., is about finished.

C. D. Seldomridge has purchased the elevator of W. M. Bruce at Bertrand, Neb.

Gillam & Martin are contemplating the erection of another elevator at Center, Mo.

The Benedict-Blanchard Co. has succeeded H. C. Blanchard & Co. at Trenton, Neb.

The Tampa Milling Co. has let the contract for a 50,000-bushel elevator at Tampa, Kan.

Everest Elevator has purchased the grain business of Edgar Johnson at Atchison, Kan.

The T. B. Hord Grain Co. has completed its 250,000-bushel elevator at Columbus, Neb.

Edgar Johnson has purchased Sheldon's Elevator at Everest, Kan., and will operate it.

W. H. Gould is planning the erection of an elevator at Wilroads, near Dodge City, Kan.

The Wayne (Neb.) Commercial Club is taking steps to organize a farmers' elevator company.

Reliance Dump Controllers are being installed by the Lindshorg Milling Co. of Lindshorg, Kan.

D. C. Bishop of Superior, Neb., has bought the grain elevator of O. D. Althouse at Hardy, Neb.

T. F. Smith of Vermillion, Kan., has increased the capacity of his elevator from 3,000 to 9,000 bushels.

C. C. Wolfe, Fred Pape and J. A. Whalen are promoting a farmers' elevator company at Cortland, Neb.

A farmers' grain and elevator company is being organized at Washington, Kan. H. L. Allen is temporary secretary.

It is reported that the Chicago & Alton will erect a grain elevator in its new general freight yards at Kansas City, Mo.

The Walton Grain Co. of Coffeyville, Kan., has temporarily suspended business, pending a reorganization of the company.

Robert Smith, who recently acquired the flour mill of A. D. Renfrore at Huntsdale, Mo., will add a grain elevator to the property.

The Erie Grain and Lumber Co. of Erie, Kan., has been formed by F. A. Johnson and C. R. Fantia. An elevator will be operated.

A. A. Robertson has purchased the interest of his brother and is now sole owner of the Cook Mill and Elevator at Cook, Neb.

The Kearney Flour Mills at Kearney, Neb., have purchased a Hall Signaling Grain Distributor of the Hall Distributor Co. of Omaha, Neb.

The new Hall Grain Distributing System, built by the Hall Distributor Co. of Omaha, Neb., has been installed in the elevator at Sylvia, Kan.

Kelley Bros. of Wichita, Kan., are planning to replace their old elevator at Waldron, Kan., with a new and modern 10,000-bushel house.

William Hossack has sold his elevator and grain business at Seneca, Kan., to David H. Ferguson, who has removed to that point and taken charge.

Henry Bird has purchased the elevators of J. F. Cheatum at Cleveland and Adams, Neb., and will operate them, with headquarters at Cleveland.

Reliance Dump Controllers, manufactured by the Reliance Construction Co. of Indianapolis, Ind., have been installed in the elevators at Perry and Serena, Kan.

A. J. Gorg, Warren D. Eisenberg and Charles Murphy have incorporated the Gorg-Murphy Timber and Grain Co. of St. Louis, Mo., with \$50,000 capital stock.

The Kansas Grain Co. has installed Reliance Dump Controllers, made by the Reliance Construction Co. of Indianapolis, Ind., in its plant at Hutchinson, Kan.

Machinery is now being installed in the new Collins & Legler Elevator at Leavenworth, Kan., and it is expected to have the house in running order by March 1.

The first of a series of grain storage tanks which the Wall-Rogalsky Milling Co. is to install at McPherson, Kan., was damaged in transit and could not be used. The manufacturers are sending another.

The C. B. Gaunt Grain Co. and the Western Grain Co. of Wichita, Kan., have consolidated and will hereafter do business under the style of the Western Grain Co. Mr. Gaunt, who controlled both firms, will shortly retire to regain his health.

The business will be conducted under the management of C. E. R. Winthrop.

G. H. Birchard, the elevator builder of Lincoln, Neb., has installed Reliance Dump Controllers, manufactured by the Reliance Construction Co. of Indianapolis, Ind., at the plant recently built by him at Unadilla, Neb.

J. J. Culp has commenced work on his new office and warehouse at Warrensburg, Mo. The building, which is in connection with the mill, will be a two-story brick structure, measuring 26x100, with concrete floors, and will be as fireproof as possible.

J. H. Mead has secured control of the J. W. Davis Grain Co. of Fort Scott, Kan., purchasing the interest of Mr. Davis. The latter has been obliged to retire on account of poor health after thirty-seven years of continuous service, having established the business in 1872.

SOUTHERN AND SOUTHWESTERN.

J. M. Rutherford is planning the erection of a grain elevator at Chillicothe, Texas.

The Bay City Grain Co. of Bay City, Texas, has filed articles of corporate dissolution.

The San Antonio Grain Co. has succeeded J. L. Matthews & Co. at San Antonio, Texas.

Lorenz & Geis have enlarged the capacity of their elevator at Cordell, Okla., to 25,000 bushels.

The El Reno Mill and Elevator Co. is making extensive improvements in its plant at Bison, Okla.

T. B. Wood has purchased the business of the Chickasha Grain and Produce Co., at Chickasha, Okla.

The Mott-Stone Grain Co. of Portageville, Mo., is contemplating the establishment of a grain elevator at Memphis, Tenn.

The Dicus Lumber and Grain Co. of Kansas City, Mo., is planning on building a grain elevator at South Coffeyville, Okla.

B. and P. H. Hensarling have purchased the grain and feed business of E. C. Harder at Bryan, Texas, and taken possession.

The Demaster Grain and Feed Co. of Huntsville, Ala., has been incorporated, with Archie C. Demaster as president and general manager.

Arrangements have been made for increasing the capacity of the elevator of the Oklahoma City Mill and Elevator Co. at Oklahoma City, Okla.

R. Lupton, A. M. Openheimer and M. L. Openheimer have incorporated the R. Lupton Grain Co. of San Antonio, Texas, with a capital stock of \$12,000.

The Lissie Elevator Co. of Lissie, Texas, has been incorporated with \$8,000 capital stock by John N. Lee, J. M. Everett, Frank Hough and H. J. Follett.

The Consolidated Mill and Grain Co. of Nashville, Tenn., has been incorporated by W. M. Hogan, John H. Bell, F. J. Brown, W. T. Weaver and C. Keith.

The new B. & O. Elevator at Mount Clare, near Baltimore, Ohio, which was described in this journal some time ago, was opened for business on January 25.

Charles Rounds of Fort Worth, Texas, has purchased the interest of J. F. Richards in the Arkansas City Grain and Coal Co. and will remove to that city.

A Reliance Dump Controller, manufactured by the Reliance Construction Co. of Indianapolis, Ind., has been installed by the Chickasha Milling Co. at Verden, Okla.

The Canyon Coal and Elevator Co. of Canyon City, Texas, has been incorporated with a capital stock of \$12,000 by W. H. Hicks, W. B. Campbell and W. R. Baird.

The E. L. Stanley Co. has been incorporated with \$15,000 capital stock at Columbus, Ga., to deal in grain. E. L. Stanley and H. M. Bagley are the incorporators.

The Farmers' Union Gin Co. has equipped its plant at Hinton, Okla., with a Reliance Dump Controller, made by the Reliance Construction Co. of Indianapolis, Ind.

The Beaver-Johns Grain Co. of Union County, Kentucky, has been incorporated by C. I. Beaver, W. A. Johns, Jr., L. V. Runyan and Sam Heavrin with a capital stock of \$5,000.

The Midland Grain Co. of Nashville, Tenn., has been incorporated with \$5,000 capital stock by John H. Bell, W. Murray Hogan, P. W. Duke, Jr., G. W. Dyle and J. M. Davidson.

Claude L. Shepherd, who was obliged on account of ill health to retire from the grain business about a year ago, has entirely recovered and again entered the business at Texarkana, Texas. Mr. Shepherd has already leased premises

and is planning to equip them complete for the handling of grain.

H. Clay Edwards has purchased the interest of his partner, G. H. Pegran, in their grain business, conducted under the style of Edwards & Pegran, at Kingston, N. C., and will continue the business alone.

The Rockwall Grain and Elevator Co. of Rockwall, Texas, has decided to rebuild its elevator recently burned at that point. It is planned to expend \$3,000 upon the elevator and about \$2,500 upon machinery, proposals to be opened in June.

The Texas & Pacific Railroad Co. and Julius Weis & Co. of New Orleans, La., will co-operate in the building of a corn elevator at Cash Point, La. It is believed that this move will induce the farmers of that section to increase their corn acreage.

As a result of the recent purchase of the Colorado & Southern by the Burlington Route, it is reported that several new elevators will shortly be constructed at Houston, Texas; to take care of the large amount of grain which the Burlington system will ship through that point.

OHIO, INDIANA AND MICHIGAN.

The new elevator at Willshire, Ind., is practically completed.

Clyde J. Castetter has entered the grain business at Goshen, Ind.

Willis Hodge has installed a new boiler in his elevator at Catawba, Ohio.

The new elevator of Travis Ewing at Gilboa, Ohio, is nearing completion.

Reed Dunlap has completed his new 30,000-bushel elevator at McGuffey, Ohio.

Payne & Eichenberry have succeeded the Camden Elevator Co. at Ingomar, Ohio.

T. N. Hardy & Co. have erected a new grain house at Brisco, near Boonville, Ind.

B. G. Brown & Son have sold their elevator at Dimondale, Mich., to Floyd D. Ripley.

O. O. Newhard contemplates the building of an addition to his elevator at Bluffton, Ind.

L. B. Leonard will shortly rebuild his elevator at Forest Hill, Mich., which burned on December 16.

C. B. Burns of Andover, Ohio, has purchased a grain elevator at Gettysburg, Ohio, and will remove there.

The Morton Grain Co. has acquired the large elevator of the Southworth-Rice Grain Co. at Deshler, Ohio.

John Wilhelm has sold his elevator and grain business at Hazelrigg, Ind., to Morrison & Finch of Lebanon, Ind.

Morrison, Finch & Co. of Lebanon, Ind., have purchased the elevator of John Wilhelm & Co. at Hazelrigg, Ind.

Farmers in the vicinity of Topeka, Ind., are endeavoring to organize a company to purchase the Topeka Elevator.

Kinsey Bros. of North Manchester, Ind., have sold their elevator at Claypool, Ind., to Pontius Bros. The consideration was \$4,000.

The St. Paul Stock and Grain Co. of St. Paul, Ind., has been incorporated by E. M. Palmerton, Edward F. Ranck and John M. Meyers.

The Lock Two Grain and Milling Co. of New Bremen, Ohio, has purchased the elevator of McMorran Bros. at St. Mary's, Ohio, and is operating it.

Farmers in the vicinity of Bettsville, Ohio, are organizing a co-operative grain company. It is planned to capitalize the company at \$10,000, and erect an elevator.

Reliance Dump Controllers, manufactured by the Reliance Construction Co. of Indianapolis, Ind., have been installed by the Willshire Milling Co. of Willshire, Ohio.

The Lorain Flour and Grain Co., which has taken over the interests of the Barrows Milling Co. at Lorain, Ohio, is planning the erection of a grain elevator at that city.

David Unger & Son of Russiaville, Ind., have equipped their new elevator with Reliance Dump Controllers, manufactured by the Reliance Construction Co. of Indianapolis, Ind.

The new 25,000-bushel elevator of Weber & Purviance at Huntington, Ind., has been completed and put in operation. The Reliance Construction Co. of Indianapolis built the house.

The American Hominy Co. has commenced work on five new storage tanks at Terre Haute, Ind. The plant, which will cost about \$18,000, will be of fireproof brick, concrete and steel,

measuring 20 feet in diameter and 80 feet in height. It will have a total capacity of about 100,000 bushels.

Weber & Purviance have equipped both dumps in their new elevator at Huntington, Ind., with Reliance Dump Controllers, manufactured by the Reliance Construction Co. of Indianapolis, Ind.

Construction work is practically completed on the huge new elevator which the Bartlett-Kuhn Co. is erecting at Vincennes, Ind. Corn is now being received at the elevator, and sixteen wagon dumps and bins for that cereal have been put in commission.

Work has been started on the new concrete elevator of McDonald & Co. at New Albany, Ind. The elevator, which will be of concrete and steel throughout, will be 110 feet high and measure 65x52 feet at the base. The Macdonald Engineering Co. of Chicago, Ill., is building the house.

An attempt is being made to form a \$1,000,000 merger of the large elevator concerns in Cincinnati, Ohio. The companies suggested in the merger are: Early & Daniel Co., Union Grain and Hay Co., Cincinnati Grain Co., August Ferger Co., Gale Bros. and the Standard Grain Co.

[For the "American Elevator and Grain Trade."]

OHIO GRAIN NEWS.

BY H. L. SPOHN.

The unusual spectacle of farmers plowing their fields in January was witnessed in many parts of Ohio this year. The frost was practically all out of the ground and fields were in first-class shape for working. The same conditions which brought this about brought about the unusual sight of wheat growing almost through the entire month, and there is little question but that it made splendid progress. Some reports say that damage to some extent has been done to growing wheat by alternate freezing and thawing, but the damage, if any, is of small consequence thus far. The fact is, that aside from the short acreage, Ohio wheat now presents a very fair promise, much of which has developed during the winter months.

Export trade in wheat from this market is still impossible, but a nice milling demand has come to Toledo from Ohio, Pennsylvania, Virginia and West Virginia for several weeks. While it has been a trifle irregular a fair volume of wheat has been shipped out of here to meet this demand. It is noticeable that farmers are now selling all kinds of grain much more freely than they have done for a long time. While there is still a good percentage in first hands, at the present rate of unloading, farmers will be pretty well cleaned out by the time for opening spring work on all kinds of grain. Both corn and oats have been moving freely, and while there has been some impossible competition in Eastern markets with Argentine oats, Toledo people have been able to find a market for about all that was to be had. There is no heavy accumulation of grain here at present. Reports from mills and elevators showing on hand about 479,000 bushels of wheat, corn 287,000 and oats 178,000 bushels, and these stores are being gradually reduced.

A very striking and unusual resolution was adopted at the close of a successful session of the Farmers' School of Agriculture at Paulding, Ohio, a few days ago. It follows: "Many of us who have been farmers for years were very skeptical of obtaining any information that would be of benefit to us; now after the week's course has been completed are unanimously agreed that the practical instructions given have been worth thousands of dollars to us, and we know if followed up will be worth invaluable sums to the state in the conservation of the fertility of its soil and the increased yield in farm products. We have learned also that this great state of Ohio is woefully behind some of her sister states in the development of farm products along this line; for instance, the state of Iowa has for years appropriated \$27,000 to further instructions in its extension course, and has produced wonderful results that have paid the state many times over for the expenditure."

Reuben Turner, a wealthy and influential citizen of Avery, Ohio, died at his home in that city recently, a victim of uræmic poisoning. He was a pioneer in the grain business of that section, and owned a number of elevators at the time of his death. He was well known in political circles and was a delegate to the Democratic National Convention at Chicago, in 1888.

Because two rows of corn, valued at \$10, were destroyed by hogs and cattle of a neighbor, Harry Haworth and his neighbor, Ira Albaugh, near Piqua, Ohio, have been litigating for more than a year and the end is not in sight. Already about \$250 in court costs have been paid out.

The doors of the Toledo Produce Exchange are now closed to all save members and those holding

tickets of admission. The new rule took effect on February 1. Levi Savage was made door-keeper.

Toledo grain men have joined in a general movement, having for its object the prevention of the passage of the McCumber bill, providing for federal grain inspection. E. H. Culver, president of the Chief Grain Inspectors' National Association, paid a visit to Washington recently representing the Produce Exchange in the matter. It is not thought that the measure will be passed for some time, if it should ever become a law.

A. E. Snedd & Co. of Chicago recently purchased from special master in chancery, Stanley Shaffer, the Semler milling plant at Hamilton, Ohio. The purchase price was \$17,480, about two-thirds of the appraised valuation.

George Gassoway, 87 years old, and one of the oldest grain men of Toledo, died recently of pneumonia, contracted a few days previous to his death. Mr. Gassoway was born in Baltimore and came to Toledo from Cincinnati. He leaves a wife, three daughters and three sons, one of whom, Archibald Gassoway, has for a long time held the position of secretary of the Toledo Produce Exchange.

The safe in the office of the Miller Elevator at Huntsville, Ohio, was recently blown by yeggmen, who carried away about \$10,000 in money and notes. A wallet containing many of the notes was later picked up near the railway tracks at Bellefontaine. The thieves have not been apprehended.

[For the "American Elevator and Grain Trade."]

ST. LOUIS GRAIN NOTES.

BY L. C. BREED.

According to Secretary Morgan's report, the gross tonnage in freight business of the St. Louis bridges and ferries for 1908 was as follows: East to West, 10,616,601 tons; West to East, 5,808,322 tons.

At a recent meeting of the board of directors, J. C. Lincoln was reappointed commissioner of the Traffic Bureau of the St. Louis Merchants' Exchange.

The present board of directors of the St. Louis Merchants' Exchange is comprised of grain men principally, as out of thirteen members nine are engaged in that line of business. There are two millers, one coal dealer and a wholesale grocer, the latter being the president of the Exchange.

There are 130 trades and professions represented in the membership of the Merchants' Exchange, which shows how generally its original diversity in this respect is still maintained.

For several years St. Louis has had a Millers' Club. There has recently been a movement on foot to organize a Grain Dealers' Club. This plan reached a successful conclusion and on the evening of January 21 the initial meeting was held at the rooms of the Missouri Athletic Club, where the members partook of a dinner and elected officers for the ensuing year, as follows: President, Thos. B. Teasdale; vice-president, B. H. Lang; secretary, B. L. Slack; treasurer, E. L. Waggoner; executive board, F. W. Seele, Marshall Hall, W. H. Danforth, J. L. Messmore.

Some of the members state they would like to see the membership of the Exchange cut down from 1,600 to 400 and the annual dues raised from \$40 to \$400, resulting in confining the membership to the grain, flour, feed and hay trades. Certificates are now ruling very low—probably could be bought for \$100, subject an expense of \$100 for transfer. Some years ago the Exchange had a membership of 3,200; or, rather, that number of certificates were issued, in some cases several members of a family being made members as a speculative investment.

While talking with one of the grain men on 'Change the other day, the inquiry was made if it were likely that any rebating is now going on. He replied he thought not, and quoted Commissioner Knapp as saying that rebate giving practically "ceased in a night," on the passage, in 1906, of the Hepburn law penalizing the practice, which makes us free at last from a serious abuse of the laws of fair trade, and railways and shippers alike are glad of it. "All the same," remarked another broker, "St. Louis in common with some other centers is the loser. A few years ago certain firms here (some of whom have recently gone out of business, and in case of others, removed by death) did a very large domestic and export business, made possible by this custom, and the grain business has declined materially. His attention was called to the Exchange statistics, which do not show a falling off relatively with other centers. "Don't deceive yourself," he rejoined; "set at work and ascertain what proportion of the receipts are billed through and not handled by St. Louis firms, then you will find I am right."

THE EXCHANGES

The Tennessee Legislature overwhelmingly defeated the proposed anti-option law for that state on February 4.

The Nashville Grain Exchange has inaugurated an inspection and weighing bureau. J. T. Roberts is chief inspector and C. A. Harrison chief weighmaster.

The Commercial Club of Superior, Wis., has appointed a grain committee to work in conjunction with the Superior Board of Trade on matters affecting local grain interests.

Edward J. Feehery, Luther L. Smith, William H. Cowles, Alfred T. Martin, Ira C. Ketchum and Ralph J. Pendleton have been elected to membership in the Chicago Board of Trade.

A movement is on foot in the Chicago Board of Trade relative to a new building. A committee of fifteen, with Frank M. Bunch as chairman, has been appointed to look into the matter. No definite plans have been considered as yet.

The Peoria Board of Trade has adopted resolutions favoring the commission form of government for that city, and a committee, headed by W. T. Corneilson, has been appointed to carry the resolution before the representative organizations of Peoria.

In order to encourage the growing of high-grade seed grains the Milwaukee Chamber of Commerce has offered five silver cups as prizes for the best exhibits of wheat, corn, oats, barley and rye, raised by members of the Wisconsin Agricultural Experiment Association.

The Omaha Grain Exchange celebrated its fifth anniversary recently. The first trade made five years ago was the sale of 5,000 bushels of corn by G. W. Wattles to J. H. Hamilton. Mr. Wattles is now president of the exchange, and Mr. Hamilton has just sold his grain business after being on the exchange floor daily since its organization.

A petition has been in circulation on the Chicago Board of Trade to admit the delivery of No. 3 grades of wheat on speculative contracts at penalties. As No. 3 sorts are regular milling and commercial grades this would tend to broaden the market and make it more representative. The proposition, if adopted, would not, of course, affect existing contracts.

Secretary Stone, of the Chicago Board of Trade, announced on January 20 that trading in ups and downs would no longer be tolerated during 'change hours and that operations in indemnities should be confined to the regular hours allotted for that purpose, namely, 1:30 to 2:30 p. m. It has not been definitely decided whether this applies to long-time indemnities or not.

As a result of the visit of the North Dakota legislative committee to Minneapolis to investigate the system of grain inspection in that city, resolutions favoring the appointment of a representative from North Dakota on the state inspection Board of Appeals were passed at a recent meeting of the directors of both the Minneapolis Chamber of Commerce and the Duluth Board of Trade.

The grain department of the Board of Trade of Portland, Ore., has completed its list of nominations for the board of directors for the ensuing year as follows: J. H. Klosterman, W. A. Goss, William Albers, M. F. Houser, G. W. Nottingham, T. C. Sanford and F. W. Swanton. The complete board consists of twenty-one members, which include the officers. The remaining directors are appointed from other lines than the grain trade. The nominations, as finally made, will be voted on at the annual meeting, which will take place on February 24.

The Minneapolis Chamber of Commerce decided on January 15, by a vote of 357 to 41, to erect the proposed ten-story office building in addition to the present structure. A committee on finance, headed by G. F. Piper, has been appointed to take care of the bond issue, and a building committee, with G. F. Ewe at the head, will have charge of the plans and specifications. Eight floors in the new building have already been spoken for. It is probable that the bonds will be placed in Minneapolis and that the issue will be for about \$700,000. It is hoped to have the building completed by October 1.

CINCINNATI CHAMBER OF COMMERCE.

The annual election of the Cincinnati Chamber of Commerce, held last month, resulted in the following officers being chosen: President, Charles E. Roth; first vice-president, B. W. Wasson; second vice-president, H. C. Whetstone; treasurer, George Zehler; secretary, Fred Guckenberger; directors, one year—Charles W. Schmidt, Sigmund Freiberg, Charles E. Van Leunen, Edwin

C. Skinner, Frederick Hartweg; two years—H. F. Cellarius, Andrew Rohan, John De Molet, A. L. Robinett, J. Watt Graham.

MEMPHIS MERCHANTS' EXCHANGE.

The annual election of the Memphis Merchants' Exchange was held on January 14 and resulted in the selection of S. Tate Pease as president; Henry J. Parrish, vice-president; and a board of directors consisting of L. R. Donelson, J. B. Horton, Robert Ruffin, M. Eugene Clark, J. H. Doughty, J. T. Walker, M. E. Carter, B. H. Ashner and J. P. Edrington.

The election was one of the most spirited the Exchange has ever held, and passed off with the same friendly feeling it had begun with. About noon the Exchange room was turned into a dining hall. Half a dozen long tables were spread where members of the Exchange and their invited guests were served to an excellent lunch, which lasted until 3 o'clock. The occasion was enlivened by a band of music, and occasional toasts to those who were successful and to those defeated were offered and responded to.

The secretary's annual report showed gross receipts for the year, \$18,750.78, with balance on hand of \$508.05. The assets of the Exchange represent \$85,393, with no liabilities.

S. Tate Pease, president for 1909, is a native of Memphis, and was born on March 20, 1870. His first employment was at 14 years of age



PRESIDENT S. TATE PEASE.

when he went to work for the local telephone company. Subsequently he was employed by Day, Horton & Bailey and other firms of wholesale grocers, from which line he quite naturally went into the merchandise and grain brokerage business as junior partner of the firm of Bridges & Co., afterwards Pease & Schoolfield. Eight years ago he organized the present Pease & Dwyer Co., grain and hay merchants, at 14 North Front Street, of which he is president; Jas. O. Dwyer, vice-president; Jas. H. Allen, secretary-treasurer; the other member being W. H. Dwyer.

REORGANIZED COMMITTEES OF THE CHICAGO BOARD.

The following committee appointments of the Chicago Board of Trade for the ensuing year have been given out:

Executive—Clement, Andrew and Sullivan. Finance—Bradley, Bryan and Merrill. Real Estate—Bunch, Wood and Schneider. Rules—Randall, Baker and Sullivan. Legal Advice—Baker, Clement and Merrill. Room—Sullivan, Arnot and Brown. Membership—Andrew, Baker and Bunch. Warehouse—Bradley, Andrew and Murray. Grain—Merrill, Rice, Murray, Brown, E. L. Glaser, C. B. Pierce and George A. Wegener. Clearing House—White, Arnot and Randall. Market Report—White, Bradley and Bryan. Violation of Rules—Andrew, Bunch, Bryan, Randall, Sullivan and Wood. Transportation—Murray, Brown, James Pettit, Bunch, E. L. Glaser, Rice, W. N. Eckhardt, George E. Marcy and Sullivan. Weighing—Andrew, Rice and White. Claims—Wood, Boore and Baker. Meteorological Observation—Schneider, Boore and Arnot. Provision Inspection—Boore, Wood, A. S. White, John Roberts and F. T. Fuller. Flour Inspection—Rice, B. A. Eckhart, H. C. Pollock, I. Horner and V. J. Peter-

son. Flaxseed Inspection—Schneider, T. M. Hunter, George E. Alt and P. H. Eschenburg. Other Inspection—Brown, Murray and Schneider. Grass and Field Seeds—F. E. Winans, T. M. Hunter, A. L. Somers, G. A. Heath, Adolph Gerstenberg, G. A. Wegener and G. S. Green. Insolvencies—Arnot, Baker and Merrill. Promotion—Bryan, Merrill, Clement, White and Bradley. Members' Rates—Bunch, Clement and Arnot. The Call committee will remain the same, with W. N. Eckhardt as chairman.

The directory has re-elected the 1908 corps of officials. George F. Stone will continue as secretary, being now in his twenty-fifth consecutive year of service; E. A. Hammill, of the Corn Exchange Bank, will continue as treasurer; H. S. Robbins as attorney and R. P. Kettles as chief grain sampler. The inspectors and weighers of grain and provisions were also reappointed.

PHILADELPHIA COMMERCIAL EXCHANGE ELECTION.

The election of officers and directors of the Philadelphia Commercial Exchange on January 26 was one of the most interesting contests ever held on the floor of that Exchange. The campaign began early by an alignment of interests, which were divided on the question of railroad influence in the management of the Exchange, the non-railroad, or so-called "independent," elements on the Exchange having "declared war" on the Pennsylvania and other railroads for favoring New York in the free storage of flour and as favoring the investigation under way showing the relationship existing between the Pennsylvania Railroad and the Keystone Elevator Company and other corporate interests.

The "independent" interests named S. F. Scattergood as their candidate, who submitted a platform substantially as follows: "The time has come," he declared, "when a candidate for office must be specific in his views. As actions speak louder than words, he must be able to bear out any statement he may make. I fully agree with a majority of the members of the Exchange that the interests of the shippers have been unfairly dealt with by the common carriers. This is true in all branches of the shipping trade. The Pennsylvania Railroad has controlled the policies of the Commercial Exchange for many years, sometimes with a masterful man as president and at others with a carefully picked board of directors. This is an evil which must be eliminated if we hope to get for the city its just proportionate share of commerce. This can only be accomplished by the election of officers who will appoint fearless and aggressive committees not identified with corporate interests. To this I have pledged myself if elected."

Nominations were made on January 16, at which time five candidates were named for president and twenty-six for directors. By a week later, however, the number of candidates for president had been reduced by withdrawals to three, to wit: S. F. Scattergood, representing the "independents;" Herbert J. Horan, who appealed for support on the ground that he was under no obligations to the railroads, and would take issue with all corporate interests whenever it should be shown that an attempt to discriminate against the city was being made. The third candidate, George M. Warner, was backed by the conservative element in the Exchange and was asked to represent them in the fight for president. Mr. Warner was recognized as having an influential following, including Walter F. Hagar, president of the Keystone Elevator Company; James L. King, a former president of the Exchange, and Harvey C. Miller, president of the firm of L. F. Miller & Sons.

The election took place on January 26, when the following gentlemen were elected: President, Samuel F. Scattergood; vice-president, William McAleer, Jr.; treasurer, Joseph W. Beatty; and the following board of directors, all of whom are known as "independents," William M. Richardson, Joseph Bosler, Samuel L. McKnight, Antonio Sans, W. S. Woodward and Walter K. Woolman. Mr. Richardson, who was one of the active spirits in conducting President Scattergood's campaign, received 231 votes, said to be one of the largest totals ever cast for any candidate for a similar office in the history of the Exchange. President Scattergood himself received 157 votes, Mr. Horan 59 and Mr. Warner 122.

"The result," says the Public Ledger, "gives the Scattergood forces complete control of the board of directors. It also means that the special flour committee, which filed a petition with the Interstate Commerce Commission charging the railroads with discrimination will appear before the commission on February 5 in the Federal Building to press the accusations. Further, it means that the committee having charge of the investigation of the Keystone Elevator Com-

pany will be retained to carry on the work in an aggressive manner."

Mr. Scattergood is the youngest president the Exchange has had. He is 31 years old and one of five sons of George Scattergood, a noted turfman of a generation ago, who conducted the roadhouse at the Gentlemen's Driving Park, near Belmont Mansion. He is engaged in the wholesale grain business with two of his brothers, J. F. and W. B. Scattergood.

Mr. Warner, after the election, said that he would give his full support to Mr. Scattergood on all questions affecting the interests of the Exchange. The same promise of assistance was made by Mr. Horan.

The new officers were installed on January 27, when the new administration announced an outline of its policy of "formal aggressiveness against railroads and other corporate interests conspiring to defraud this port of its just due." Mr. Scattergood declared that all corporations inimical to the welfare of the Commercial Exchange should have to answer for their acts. He promised that his first duty would be the reappointment of the special committee on flour storage, and pledged himself to appoint on every committee men who will represent the membership of the Exchange as a whole. In reference to taking issue with the railroads, which compel flour men to pay a charge of \$2 on every car brought to the city from the West, Mr. Scattergood was of the opinion that this obnoxious duty should be abolished, and he was in favor of making a fight in that direction.

William McAleer, the new vice-president, promised his hearty co-operation in bringing about the abolition of long-standing abuses.

William M. Richardson, director, declared that "the railroads and all other corporate interests may as well know now as any other time that the Commercial Exchange will not tolerate any form of discrimination while the present board is in power." He cited just what can be done when the Exchange makes up its mind to fight. He gave credit for the victory in the natural shrinkage fight to Frank E. Marshall, secretary of the Exchange, and said that the action of the railroads in agreeing to settle all claims promptly simply shows that with united support all such abuses can be wiped out.

It was left to William P. Brazer, a grain operator, to give a touch of levity to the meeting by presenting a poem expressive of the feeling of the Exchange at the victory of the independents. Mr. Brazer is the poet of the Exchange, and each year offers something original in that line. His latest effort, said to surpass all others, is as follows:

The election it is over,
And Sprinkle won the day;
We are now all to have good times,
So the members say.

The Pennsylvania Railroad trains
Will run right in the Bourse,
And all the Camden ferries
Will have landings there, of course.

The Interstate Commission
Will sit daily on our floor,
And regulate our business
And our commerce will restore.

The steamship lines will carry
Grains across the ocean free;
George Omerly and Doc Irwin
Will have a jubilee.

The Elevator Companies
Won't charge you any more
For grain that you will want to
Carry in their store.

We all will wear bright uniforms,
With gold and silver braid,
And will get a nice big bonus
With each and every trade.

We will have a nice excursion
To the Nile and Orient;
Our families all invited—
'Twon't cost a single cent.

If the market is against you
And your trade is on the blink,
Just put it up to Sprinkle,
He will pay the bill. I think.

Yes, these things will come to pass;
So give a rousing cheer
To Samuel Sprinkle Scattergood
And Billie MacAleer.

Frank E. Marshall has been reappointed as secretary of the Philadelphia Commercial Exchange. President Samuel F. Scattergood has appointed the following committees: Flour Storage—William F. Brey, George P. White, S. T. Zook, Charles T. Fox, William M. Richardson. Finance—E. H. Price, William J. Koch, Antonio Sans. Rooms and Fixtures—S. L. McKnight, W.

M. Richardson, Walter K. Woolman. Membership—W. S. Woodward, Joseph Bosler, James L. King. Grain—Samuel C. Woolman, Edmund E. Delp, William B. Dupuy, B. Devitt, Sydney Street, George G. Omerly, Louis G. Graff, Jr.

COMMITTEES ON THE TOLEDO EXCHANGE.

The following inspection committees have been appointed by the Toledo Produce Exchange for 1909: Wheat and Rye—C. L. Cutter, W. W. Cummings, J. C. Keller, E. L. Southworth, F. O. Paddock, Fred Mayer, F. W. Annin. Corn and Oats—E. L. Southworth, J. E. Rundell, J. W. Young, W. H. Haskell, H. W. DeVore, E. L. Camp, W. E. Tompkins. Seeds—F. W. Annin, J. C. Keller, C. S. Burge, E. W. V. Kuehn, F. W. Jaeger, R. L. Burge, W. E. Stone.

Other standing committees are: Transportation—F. O. Paddock, H. L. Goemann, F. W. Rundell, F. J. Reynolds, W. W. Cummings, Fred Mayer, A. B. Cutter, E. L. Camp, Harry R. DeVore, J. C. Keller, Jesse W. Young. Publicity—Fred Mayer, E. L. Camp, E. W. V. Kuehn, K. D. Keilholtz, C. S. Burge, W. W. Cummings, Frank R. Moorman, A. Gassaway. Legislation—E. W. V. Kuehn, C. L. Cutter, E. L. Southworth, F. O. Paddock, J. A. Smith, Fred Mayer, E. H. Culver. Handling Off Grades—Fred Mayer, J. W. Young, F. W. Rundell, J. C. Keller, E. L. Camp, W. H. Haskell, R. L. Burge. Members—E. L. Camp, Fred W. Jaeger, Wm. H. Morehouse, Walton E. Stone, W. H. Haskell. Harbor—E. L. Southworth, C. L. Cutter, W. H. Haskell, J. E. Rundell, F. J. Reynolds. Weights—K. D. Keilholtz, F. W. Rundell, A. W. Boardman, H. D. Raddatz, E. L. Camp. Finance—C. S. Burge, Wm. H. Morehouse, J. Wickenhiser. Claims—J. E. Rundell, C. S. Burge, C. S. Coup. Quotations—W. W. Cummings, Fred W. Jaeger, E. W. V. Kuehn. Telegraph—F. O. Paddock, E. W. V. Kuehn, W. W. Cummings. Rules, Floor and Call—C. S. Coup, J. Wickenhiser, C. S. Burge. Judiciary—Henry W. DeVore, J. E. Rundell, C. S. Coup. Elevators—C. L. Cutter, H. W. DeVore, C. S. Coup. Rooms, Supplies and Employees—J. Wickenhiser, E. W. V. Kuehn, Chas. Knox.

The following resolution relative to admission to the exchange floor was also passed: "Beginning February 1, 1909, visitors to our exchange floor will be given tickets good for six admissions during the year, which can be secured from any active member. Resident 'Associate Member' tickets will be issued at the rate of twenty dollars per year. 'Non-Resident Member' tickets will be issued at ten dollars per year. The board of directors have decided to enforce the above."

POINTED SUGGESTIONS.

F. S. Rutherford, correspondent with Daniel P. Byrne & Co., St. Louis, in discussing the outlook for grain values and the vicissitudes of the interior grain shipper's life, says under date of February 9:

"Did you ever consign a line of grain on the market to be sold on arrival, and have the grain arrive on a decline of one cent per bushel? It was enough to disgust one with the thought of consigning grain to market, was it not?"

"Did you ever sell a line of grain on track bids, and while you were filling your sales see the market advance two, three and five cents per bushel? Enough to disgust one with selling on track bids, was it not?"

"There are disappointments in the grain trade, whether consigning or selling on track bids. There are losses and there are gains; there are pleasures and there are pains. But, taking it year in and year out, does not the grain shipper make more clear money consigning, securing the advantages of the enlisted loyal services of the commission merchant? Good weights and attention to the shipper's interests in the matter of looking over the inspections are quite a feature in a grain shipper's life.

"Will wheat sell higher? Our opinion is, yes.

"Will corn sell higher? Our opinion is, yes.

"Will oats sell higher? Our opinion is, emphatically, yes.

"We would not assume to predict the fractional changes in the market from day to day, but we do believe the interior elevator man will be pursuing the right course should he consign all grains for sale on arrival at market. These suggestions apply until another crop of wheat, oats and corn is ready for the market."

N. J. Corey, a grain dealer of Honey Creek, Iowa, was recently held up and robbed of \$117 on a train at Council Bluffs, Iowa.

The Board of Trade of Calgary, Alberta, at its recent annual election, started an agitation for a grain exchange in that city. The newly elected president, Mr. A. E. Cross, is heartily in favor of a grain exchange for Calgary.

COMMISSION

McGuire & Atwood, grain commission firm of Duluth, Minn., have opened an office at Grand Forks, N. D.

King, Coleman & Co. of Chicago have opened an office at 101 Michigan Trust Building, Grand Rapids, Mich.

Peter J. Maloney has become a member of the firm of Finley Barrell & Co., and will represent them in New York.

Spencer, Moore & Co. of Duluth, Minn., whose failure was announced last month, have paid all claims in full and resumed business.

J. H. Hamilton has been succeeded in the Hamilton Grain Co. of Omaha, Neb., by Frank H. Brown, who was formerly secretary of the company.

Sidney Love & Co. have retired from the grain and stock brokerage and commission business at Chicago and New York, leaving a sensational "streak" behind them.

Piper, Johnson & Case, one of the largest grain firms in the Minneapolis Chamber of Commerce, opened an office in Duluth, February 1, under the management of Ralph G. Hubbell.

A. M. Davis & Co., grain and stock brokers of Cleveland, Ohio, voluntarily closed their doors in January and have retired from business. It was announced that creditors would be paid in full.

The son of Frank I. King, of C. A. King & Co., Toledo, and president of the Toledo Produce Exchange, has joined the Exchange, and will be associated with his father in the grain and seed business.

F. E. Winans, 6 Sherman Street, Chicago, who makes the business of sample grain and seeds a specialty on the Chicago Board of Trade, has admitted Ira C. Ketcham in the business, and the firm name is now F. E. Winans & Co.

Ware & Leland, 400-410 Postal Telegraph Building, Chicago, have arranged with the Siehens Grain Co. of Decatur, Ill., to take charge of the wire formerly operated by H. H. Randolph & Co. at Clinton. W. J. Morphew remains in charge of the office.

Wm. Dunn, a grain trader on the Chicago Board of Trade, filed a petition in bankruptcy in the United States District Court, January 30. Losses on the hoard were given as the cause of the failure. Liabilities were given at \$106,773 and assets at \$6,814.

Henry C. Gibbs and Charles A. Robinson, both active for years in the grain business on the New York Produce Exchange, have formed a copartnership, under the firm name of Gibbs & Robinson, and will do a general brokerage and grain commission business.

Goffe & Carkener, grain commission merchants, St. Louis, have issued an attractive calendar for 1909, the illumination of which is the famous St. Louis circle, showing that city as the heart of the Mississippi Valley, the city itself cut by the great river and pierced by a score of railways from all directions.

William J. Pope, one of the pioneers of the grain trade of Chicago and the West, has retired from business and left Chicago for California, where he will make his future home. His interest in the Pope & Eckhardt Co. has been assumed by younger members of the company, and officers now are Wm. N. Eckhardt, president; John W. Radford, vice-president; Chas. E. Scarritt, treasurer; Edward A. Doern, secretary. Mr. Pope, who came to Chicago in 1856, has been in the grain trade at Chicago for forty-five years. His first venture in Chicago was in the dry goods business, the firm being known as Davis, Sawyer & Co. Then he entered the commission business, the firm being Sherman, Hall & Pope. Later he formed the house of Pope, Davis & Co., which in turn became Pope & Lewis, and more than ten years ago was succeeded by Pope & Eckhardt Co. Mr. Pope had always played an important part in the affairs of the Chicago Board of Trade, having served on all the leading committees, and was for years a delegate to the National Board of Trade. In withdrawing from the firm he made the following announcement: "Having passed what Mark Twain called pier No. 72, I am retiring from business and take this opportunity to thank the many friends of the Pope & Eckhardt Company for past favors and to assure them that their business interests will be as carefully safeguarded and as efficiently handled in the future as in the past. All the other officials and attaches of the company remain, the capital of the company is unchanged, and with the younger blood to the front better service than ever can rightfully be promised and expected." Mr. Pope retires with the good wishes not only of the

members of the Board, but of a long list of country dealers who have been his patrons for a generation.

A. W. Thomson Company of Indianapolis, Ind., has been incorporated, with a capital stock of \$20,000, to do a general grain business. The directors are H. C. Thomson, J. W. Pearson and Alexander W. Thomson.

S. P. Arnot, one of the directors of the Chicago Board of Trade and secretary and manager of the Updike Commission Co., has sold his interest in the firm on account of poor health. Mr. Arnot is spending the winter in Florida, and when he has recovered his health he expects to renew his activities on the Board of Trade.

Philip H. Schiffin & Co., commission merchants at 515-518 Postal Telegraph Building, Chicago, in issuing their annual calendar, which has become a custom of the house, chose this year a subject most appropriate to this year and season. The calendar card proper is 16x12 inches, and embossed thereon in the engravers' best art is a photogravure of the great emancipator, A. Lincoln.

Mr. Harry E. Gale, the well-known man who has represented Crichton & Co. for a number of years, is now associated with Herron & Doty, correspondents for Ware & Leland, with offices at Cedar Rapids and Waterloo, Iowa. Mr. Gale will make his headquarters at Waterloo and have charge of that office at room 520 Lafayette Building, and expects to keep in touch with the trade in that vicinity by personal visits, correspondence and telephone.

Among the Lincoln souvenirs was a bronze medal sent out by the Pope & Eckhardt Co., Chicago, accompanied by the following characteristic advice by President Lincoln: "Do not worry; eat three square meals a day; say your prayers; be courteous to your creditors; keep your digestion good; exercise; go slow and go easy. Maybe there are other things that your special case requires, to make you happy, but, my friend, these I reckon will give you a good lift."

ILLINOIS GRAIN INSPECTION.

Governor Deneen, in his late message to the Illinois Legislature, said:

"From 1871, when our state, for the first time in this or any other country, assumed control of the classification into standard grades of the grain arriving at the principal primary markets within the state, the work of the grain inspection department has been carried on with hardly any change until within the last two years. Up to that time, it was the custom to inspect the grain in the cars on the track. This method, which left the determination of the grade of the grain to a single inspector, subject to an appeal involving delay, has, especially in recent years, proved unsatisfactory. The essential elements of satisfactory grain inspection are uniformity and accuracy. Under the old system, neither uniformity nor accuracy could be obtained.

"To remedy the defect of the old system the department, about two years ago, began an investigation of the systems of inspecting grain in Minneapolis, Duluth and Buffalo, where modern and progressive systems of grain inspection had been adopted with great success. Under the system thereafter adopted by the Illinois Grain Inspection Department, grain is no longer inspected on the track, but all of the grain received from the twenty-three railroads engaged in the Chicago grain-carrying trade is inspected at a central point by three expert inspectors who pass judgment on representative samples drawn from the cars by experienced grain examiners.

"The new system has met with the approval of both shippers and grain dealers as well as of the railroads, because of the fairness, promptness and finality of its inspectors, which have done away with delays in unloading and releasing cars arising from appeals taken from former unsatisfactory inspections.

"The business of grain inspection is steadily increasing. During the period of 1901-04 there were inspected at the Chicago grain inspection office 805,895,470 bushels, while during the period 1905-08 there were inspected 996,693,477 bushels, an increase of 191,298,007 bushels. Along with the great increase in business has gone on a steady improvement in accuracy and uniformity of inspections. Under the old system the reinspection of 300 to 400 cars per month was necessary, while at present the average number of reinspections has been reduced to fifty per month."

Anton Hoeschen has succeeded Martin Buekers as grain buyer for Moritz Hoeschen at Freeport, Minn.

IN THE COURTS

Orrin B. Burnham, grain and hay dealer of Beverly, Mass., has filed a petition in bankruptcy. His liabilities are placed at \$18,601, with assets of \$2,059.

The jury in the Montgomery Bluegrass Seed Co. of Mt. Sterling, Ky., against the Chesapeake & Ohio Railroad Co., has been unable to agree and has been discharged without a verdict. The poll stood eight for a judgment and four against.

The assets of the Haskins-Pless Feed Co. of Bellingham, Wash., have been sold by Receiver J. L. Easton. Within a few days the assets of the Pless Hay and Grain Co. will also be sold. Curt Pless, sole proprietor of both companies, who left some weeks ago for parts unknown, has not yet been found.

C. D. Bahh has brought an injunction suit in the Circuit Court at Kansas City, Mo., against the executive committee of the Kansas City Board of Trade to restrain it from forfeiting his certificate of membership. The plaintiff recently gave a promissory note for \$1,691.62 and gave his certificate of membership as security. The note came into the possession of the George A. Adams Grain Co. and the present controversy then arose.

The Goodrich Brothers Hay and Grain Co. of Winchester, Ind., has brought suit against the Big Four, Grand Rapids & Indiana and Chesapeake & Ohio railway companies. The contention arose over the delivery of about 800 bushels of corn assigned to the lines of the defendant companies for transportation to a point in Virginia. The grain is alleged to have been delayed some time after it was shipped from Covington, Ky., and the delay, it is charged, damaged the corn and decreased its value.

The Law Reporting Co. of New York City has secured an affirmation of its judgment of \$486.90 against the Elwood Grain Company of St. Joseph, Mo. The eastern firm, upon a letter signed "Elwood Grain Company-H," had sent a transcript of evidence in an Interstate Commerce Commission hearing involving elevator rates. It turned out that W. H. Harroun had signed the letter, as he opened and disposed of all the company's mail. A contention that he was not authorized to make contracts is not upheld.

The Lincoln Grain Co. has brought suit in the District Court at Topeka, Kan., to recover \$369.43 from the Burlington and Illinois Central railroads for the value of a car of corn which the defendants refused to haul to its destination. According to the plaintiff corporation, the car was shipped from Palmyra, Kan., on August 14, 1907, to Nashville, Tenn., but it was carried no further than East St. Louis, and the defendants refused to carry it to the more southern point. Interest from the date of shipment is asked for.

Charles S. Collins has commenced suit against A. O. Cornwell in the District Court at Fargo, N. D., to recover the price of 99 bushels and 50 pounds of wheat. The plaintiff claims to have stored a large quantity of grain in a bin at a warehouse at Hunter, N. D. When the warehouse was torn down last summer the above-mentioned amount of wheat was found in an air space under the bin, having apparently leaked down. Cornwell sold this grain to an elevator company and the plaintiff now seeks to recover the price.

Samuel Q. Bass of Milford, Ohio, has instituted a suit for \$1,456 against W. R. Todd & Co., brokers of Cincinnati, Ohio. The plaintiff alleges that in May, 1908, the defendants were to buy for him 10,000 bushels of oats for September delivery. At the date the contract was made the price was 38 7/16 cents per bushel, and in September the price stood at 50 cents. Mr. Bass sets up that he advanced \$300 on the deal, but that the defendants have never delivered the oats or made offer so to do, and he asks the afore-mentioned amount, covering the difference in price, his advance and interest.

A verdict has been returned for the defendant in the case of the Big Four Railroad against Peter De Roo at Cincinnati, Ohio. The railroad sought to recover the price of a carload of hoo-corn alleged to have been fraudulently sold in 1906. The car was consigned to Charles Molter by the Louisville Grain Company and was sold after arriving in Cincinnati to De Roo by a man named Pickerel, who immediately disappeared after collecting. It was delivered to De Roo by the Big Four company, as shown by the testimony on a telegram ostensibly from the Louisville Grain Company, which telegram proved to be a part of the alleged Pickerel conspiracy. Molton sued the Big Four and recovered the price of the consignment. The railroad company then

sued De Roo. Judge Spiegel held that as between two innocent victims of a fraudulent sale, that one whose conduct and mistake made the fraud possible must stand the loss, and instructed the jury to bring in a verdict in favor of the defendant.

Henry F. Douglas, receiver of the Minneapolis and Northern Elevator Co., has filed a report with the receivers of the Pillsbury-Washburn Flour Mills Co. showing the claims against the former company up to date. The total debts contracted through the indorsing or making of promissory notes for the benefit of the Pillsbury-Washburn Flour Mills Company, Limited, has placed the Minneapolis Elevator Co. in debt to the amount of \$4,400,606.54, and there is an additional debt of \$550.88 made up of other expenses, such as sums due to agents, etc. The report has also been filed in the Federal court at Minneapolis.

Wilbur C. Steth, former traffic manager for the St. Louis, Iron Mountain & Southern Railroad Co., was fined \$3,500 by Judge Trieber in the Federal Court at Little Rock, Ark., on February 6, on the charge of giving rebates to the T. H. Bunch Grain and Elevator Co. of that city while in the employ of the railroad. Steth, who is now traffic manager of the Waters-Pierce Oil Co., protested that he had not acted of his own volition, but under orders from the railroad, but the court held him particeps criminis and refused to remit the fine. He was allowed thirty days in which to raise the money to pay the fine. The Bunch company has already been fined for receiving rebates in the same case.

BROKER AND CLIENT.

A decision of importance to brokers was rendered by the Appellate Term of the New York Supreme Court in the case of Weir Bros. & Co., brokers, who sued a customer who had failed to put up margins for stock purchased on the curb. Upon his default, and after giving notice to the customer, the brokers sold the stock on the curb market and then sought to recover the difference between the amount realized upon the sale and the price paid for the stock.

The complaint was dismissed on the ground that the broker was obliged to sell out his customer upon default at public auction and that a sale at any other place was not binding upon the customer. Evidence of the universal custom of brokers to sell in such cases on the floor of the exchange and upon the curb in the manner followed by the plaintiffs was excluded.

Justice Guy wrote the opinion reversing the judgment of dismissal. Not in thirty years, it is said, has a New York court decided a question as to the place where a broker may sell upon default of a customer. According to the opinion, the earlier decisions of the New York courts established the proposition that a sale upon the New York Stock Exchange would not constitute a public sale that would be binding upon a pledger. The court, however, expresses the opinion that in view of the development of facilities for trading on the Stock Exchange, the vast number of brokers ready and willing to act for the public, the great volume of daily transactions, and the greater opportunity thus presented for realizing fair value and protecting the customer, these early decisions may be modified.

As to sales on the New York curb market, the court holds that in view of the fact that any member of the public can attend and transact business without the aid of a broker, and where a customer upon a sale would have a full opportunity to protect himself, and where a much better opportunity would be afforded for obtaining full value for the stock than at a sale at public auction, a sale upon the curb is a substantial compliance with the meaning and spirit of the law requiring a public sale, and such a sale is therefore binding upon the customer.

Argentina shipped 65,000,000 bushels of corn during year ending October 31, 1908, or nearly half of world's corn exports. This compares with 31,000,000 from Black Sea and 27,000,000 from United States. Year preceding Argentina shipped 61,000,000 on a very short crop, against 72,000,000 from United States and 58,000,000 from Black Sea.—King & Co.

Kansas City now has thirty-three grain elevators, with a total holding capacity of 11,290,000 bushels and handling capacity of 2,621,000 bushels. Among the elevators are seven regular bonded warehouses, five of which are capable of storing 1,000,000 bushels each. There are eleven others whose capacity ranges from 200,000 to 800,000 bushels. Most of the big elevators here are comparatively new houses, with all modern equipments for drying, cleaning and mixing grain.

TRANSPORTATION

The C. & A. Ry. Co. is to spend a million on a new terminal at Kansas City.

There was a decrease of 21,355 in the number of idle cars during January, the number idle on February 1 being 311,654.

Thos. S. Acheson has been appointed general grain agent of the C. P. Ry. He will have direction of the handling of the wheat crop.

The idle cars for the entire country at January 1 were 222,077, an increase during December of 46,434. Of the increase 19,900 were box cars.

The Lake Shore Railroad has filed important changes in rules and regulations governing milling-in-transit of grain at Buffalo, effective February 23.

The Dominion Marine Association has decided to remove from the bill of lading the clause making the carrier responsible for shortages at destination; and the Lake Carriers' Association will do the same.

The Texas Grain Dealers' Association on January 2 filed with the state railroad commission a protest against the enforced use of the new interstate uniform bill of lading as calculated to work hardships on Texas shippers.

The attempt of the Georgia Wholesale Grocers' Association to prevent the railroads from increasing rates on grain and packinghouse products from Ohio River and Mississippi River points failed, an adverse decision by the United States Court of Appeals having been made at New Orleans.

Frederick C. Stevens, State Superintendent of Public Works, after a careful study of the question, says that if the harge canal, when completed, shall serve its full purpose, not only will proper terminals in New York, Buffalo and other places need to be provided, but also that there will need to be some specific regulation of elevator and carrying charges.

The Commerce Commission on January 22 ruled that the Union Pacific road has been guilty of unlawful discrimination on the payment of the "elevation allowance," and reparation to the amount of \$12,524 with interest is ordered in favor of the Nebraska-Iowa Grain Co., Crowell Lumber and Grain Co., Updike Grain Co., Cavers Elevator Co. and Nye-Schneider-Fowler Grain Co.

A transportation company called Forwarders, Limited, has been organized at Kingston, Ont., with \$500,000 capital stock. W. G. Craig is president of the company. Moore's Elevator will be taken over and suitable steam barges and other floats secured to carry grain from Kingston to Montreal. Arrangements have been made with certain lake transportation companies to handle all their grain going to Montreal.

Shippers on several lines of road in Kansas have been put to much trouble and expense by the rules of railroad companies, by which it is sought to collect freight for the full carrying capacity of cars used, regardless of the shipper's needs or size of cars ordered. The Interstate Commerce Commission, in a late ruling, has held that where shippers order cars of certain capacity and the carrier neglected or refused to furnish such cars, the latter must charge for the actual weights only contained in the car, and ordered the carriers to file with the Commission tariff making this provision.

The Chicago Board of Trade department of transportation on February 5 announced that the St. Louis, North-Western and Great Western roads had published, in connection with Chicago-Ohio River lines, a rate of 12 cents a hundred pounds on coarse grains. With the exception of the Great Western, the tariffs include transit privileges at Chicago. It is expected that the same concessions will soon be made to apply to wheat. The railroads south of the Ohio River crossings will in the near future authorize the shrinkage basis of 2 cents a hundred pounds in their rates to equalize the rates in effect via Cairo and Evansville to points in Southeastern territory.

Domestic grain shipments by lake during the last navigation season aggregated 111,213,910 bushels, of which 57,754,183 bushels constituted wheat, 22,546,795 bushels corn, 15,701,406 bushels oats, 13,516,156 bushels barley, and 1,695,370 bushels rye. The total 1908 grain movement by lake shows a 22.8 per cent decrease from the 1907 total. The largest relative loss of almost 50 per cent is shown in the shipments of corn. The lake shipments of oats declined about 24 per cent, while lake shipments of other grains likewise show perceptible decreases as compared with 1907 totals. The domestic shipments of flaxseed for the year, 15,610,219 bushels, differed but slightly from those for the preceding season, 15,647,509 bushels, and proceeded mainly from Duluth-Superior. The principal port of destination was Buffalo, which

partook of more than 84 per cent of the total domestic receipts of the article. The 1908 shipments of flour, 1,188,831 net tons of ten barrels each, likewise present a smaller total than for the preceding year.

Seattle charterers of grain-carrying vessels are of the opinion that the report that the Sailing Ship Owners' Association of London has abolished the union rate of 27 shillings and 6 pence for grain cargoes from the North Pacific Coast is true despite the denials of Portland shippers, recent chartering of a grain carrier for several shillings below the standard rate being taken as evidence that the union rate has been abolished.

BARLEY and MALT

The Wasco Warehouse Milling Co. of The Dalles, Ore., has ordered a machine for crushing barley.

The Consumers' Malting Co. has purchased the old linseed mill of Douglas & Co. in Minneapolis, Minn., and will remodel it. The company is also planning to build a new plant with a capacity of 1,000,000 bushels.

At a recent meeting of the stockholders of the Davenport Malt and Grain Co. of Davenport, Iowa, all the old officers and directors were retained. A twenty-year extension on the company's lease was also taken. The officers are as follows: Henry Klindt, president; H. A. Witt, vice-president; Henry Bremer, secretary, and P. Feddersen, Jr., treasurer.

The experiments with barley at the Rothamsted Experiment Station in England resulted last season in the heaviest samples being obtained from fields manured with superphosphate, potash and nitrate of soda. Phosphoric acid appears to be of the greatest value to the barley crop. Barley land, where the crop has been grown 57 years without manure, has now sunk to a yield of 7¼ bushels to the acre. Wheat under similar circumstances goes down steadily from about 26 to 13 bushels, but does not recede further.

An exhaustive circular has been issued by Somers, Jones & Co. of Chicago on the present barley conditions. The circular calls attention to the remarkable fact that marketings of barley for the first six months of the 1908 crop year have exceeded the entire twelve months of the 1907 year by 3,449 cars and exceed all of 1906 by 3,286 cars. The marketings of the last six months are counted all the more remarkable from the fact that they came from a crop officially reported at 166,756,000 bushels, against the 1906 crop of 178,916,000 bushels. The 1907 crop, however, was about 13,000,000 bushels less than that of 1908. It is estimated that about 60 per cent of the barley grown in the Mississippi Valley states is fed on the farm, as against 75 per cent so fed, taking the official record for a number of years for all of the states.

BARLEY IN COLORADO.

Barley is adapted to most sections of Colorado. It makes its growth and ripens in fewer days than the other grain crops. This particularly fits it for the dry lands of the plains, as the moisture of the early spring is often sufficient to mature a fair crop before the summer draught. Barley matures in the short seasons of high altitudes. The yield on the plains is from 15 to 40 bushels per acre, depending largely upon earliness of seeding, preparation of the soil, and selection of seed.

Barley ripens in many sections of Colorado at altitudes as high as 9,000 feet. In Gunnison County, on a farm at an altitude of 8,500 feet, barley has ripened every year without fail for thirteen years.

In the lower irrigated sections, the average yield per acre is 50 bushels, and often runs as high as 80 to 100 bushels.

According to the U. S. Department of Agriculture, the average yield of barley, per acre, in Colorado, for the past five years, has been the highest of all the states east of the Rocky Mountains. According to the same authority, the average yields, per acre, for 1907, were:

Colorado	40.0 bushels
California	28.9 bushels
Wisconsin	23.0 bushels
Minnesota	22.5 bushels
North Dakota	18.3 bushels
United Kingdom	34.3 bushels
Germany	33.5 bushels
France	22.4 bushels

The yield per acre of barley in Colorado was much larger than that of the chief barley states of the Union, and larger than that of the principal barley-growing countries of Europe.

PERSONAL

Roy Lines is now at the McCaull-Webster Elevator at Burbank, E. D.

Karl Osgood is now grain buyer at the elevator at Garden City, Minn.

Clinton Green has assumed charge of the Gordon Elevator at Bartonview, Ill.

C. C. Wiemals is now representing the Monarch Elevator Co. at Oriska, N. D.

Gustav Anderson has become manager for the Andrews Grain Co. at Delamere, N. D.

Edward Nugent has become manager of the F. J. Mead Elevator at Flandreau, S. D.

J. W. Campbell has been reappointed manager of the Farmers' Elevator at Fullerton, Neb.

G. W. Crawford has been appointed manager for the Taylor Grain Co. at Hampton, Iowa.

The Imperial Elevator Co. has transferred William Pfau from Rugby, N. D., to Souris, N. D.

William Irwin of Seneca, Ill., has removed to Hill, Iowa, where he is in charge of a grain elevator.

Charles H. Hackett of Jacksonville, Ill., has been appointed manager of the elevator at Roodhouse, Ill.

Frank Abbott has succeeded A. J. Statler as manager of the elevator of F. L. Warner at Ballard, Ill.

Representative J. T. White of Ottawa County, Kansas, has been tendered the position of state grain inspector.

Cyrus B. Stafford has succeeded John W. Gates as secretary of the Memphis Hay and Grain Association.

John Shirley has removed from Bloomington to Murrayville, Ill., where he will engage in the grain business.

Benjamin Bell has removed from Struble, Iowa, to Laurel, Neb., where he has taken charge of the Atlas Elevator.

Herman Bergman of Kulm, N. D., has accepted the position of manager of the Powers Elevator at Gackle, N. D.

A. S. McAlexander has become vice-president of the J. H. Wilkes Co., grain and hay merchants of Nashville, Tenn.

Irving Parkhurst has succeeded Edward Schenkenberger as manager of Reagan & Hooper's grain business at Artas, S. D.

Edward Clark has been chosen manager of the Farmers' Elevator at Jolley, Iowa, to succeed H. C. Donaker, who has resigned.

John Sluiter has removed from Corsica, S. D., to Armour, S. D., where he has accepted the management of the Booker Elevator.

Martin Dahle has removed from Flaming, Minn., to Fertile, Minn., the Thorpe Elevator at Flaming having closed for the year.

Edward B. Winslow, a prominent grain and stock broker of Chicago, has been named by President Roosevelt as United States consul at Gottenberg, Sweden.

P. N. Welch has returned to his home at Glencoe, Minn., from Stampede, N. D., where he had charge of the grain house of the Sullivan Elevator and Lumber Co.

Fred Marquis has been appointed manager of the elevator at Onawa, Iowa, recently acquired by the Farmers' Elevator Co. from the Trans-Mississippi Elevator Co.

Albert Morris, one of the founders of the firm of Morris Bros., which has engaged in the grain business at Oneonta, N. Y., since 1866, was recently elected mayor of that city.

Clarence Elson will succeed to the position of W. A. Groesbeck with Harrison Bros. at Chenoa, Ill., about March 1. Mr. Groesbeck has resigned and will move to Idaho.

Edward Williams has resigned his position as buyer for the Henderson Elevator Co. at Henderson, Ky., and removed to Macon, Ga., where he will engage in the brokerage business.

Thomas S. Acheson, formerly traveling freight agent for the Canadian Pacific, has been appointed to the position of general grain agent. The position is an entirely new one and the work will cover the entire Canadian wheat-growing area.

W. P. Devereux, president of the Devereux Elevator Co. of Minneapolis, was, with his wife, a passenger on the ill-fated Republic. Mr. Devereux was chairman of the passengers' committee, which reviewed the situation after the accident. Mr. and Mrs. Devereux will go to Florida to recover from their harrowing ocean experience.

NO LIMIT TO CROPS.

One of the new fads of the space writer, taking a hint from James J. Hill, is the theory that the United States has reached the limit of its production of grain. The puncturing of this airy bubble of error has been done from various standpoints, but there are always others like the following view of Fred Mayer of J. F. Zahm & Co., Toledo:

"I notice Governor Harmon in his inaugural address said some very important things about agriculture, and wound up stating the study and test of soils and crops by experiment for the common benefit should be encouraged and extended; also that there be instruction in the principles of agriculture by the schools," said Mr. Mayer to a Blade reporter. He also calls attention to the fact that farms in our country are much larger than in any other, which is true.

"Agricultural colleges, farmers' institutes, and last, but not least, agricultural trains are a necessity and do much. I had the pleasure of traveling on one of the first agricultural trains ever run in the state of Ohio, which was only a few years ago, whereas other states have had them for a long time, and while the train was run during the holidays with the weather very cold, farmers showed their interest by turning out in large numbers and listening to the talks of the various professors and grain men, and I have no doubt much of the advice given them was followed, or at least if it had been it would have resulted in better and larger crops. I venture to say that very few Toledoans have ever visited the experiment station at Wooster, but it is well worth the time to spend a day there. Some in the grain trade seem to think experiment stations, institutes, agricultural trains and corn shows are of no value whatever, but I don't agree with them. This country can produce much more grain and education will surely help to bring it about. Just look at France. That country has an area of 207,000 square miles, whereas the area of our state of Texas is 266,000 square miles. France produces as much as 375,000,000 bushels of wheat annually, to say nothing of their vineyards and the beet root, potatoes, oats, corn and barley they raise. Their production is really phenomenal when one considers their population of close to 40,000,000. W. C. Brown, the newly elected president of the New York Central Railway, hit the nail on the head when in a recent speech he said: 'Texas alone has 55 counties in which the whistle of a locomotive has never been heard, and the state of Texas can, with adequate railroad facilities and proper cultivation, raise more cotton than is now produced in the United States, or could double the annual corn crop of the country.'"

TAKES THE BACK-TRACK.

E. A. Calvin, formerly president of the Texas Farmers' Union and now manager of the Farmers' Union Cotton Company, has had occasion as a practical business man to revise his ideas on the subject of selling cotton and other commodities for future delivery. In a recent communication to the Texas Legislature he said:

"The Farmers' Union was organized in 1903, and in August, 1905, I became its president. One of, if not the most vital questions ever agitated by the Farmers' Union was the abolishment of bucket-shops, and the influence and strength of the Farmers' Union is proven absolutely when, in their endeavor to abolish bucket-shops, they not only did so in nearly every cotton-growing state, which was right and beneficial, but they actually destroyed legitimate speculation in cotton, which was detrimental, especially to farmers.

"This now proven fact, while contrary even yet to the ideas of a few, both inside and outside of the Farmers' Union, is in reality the only tangible, logical or sensible solution of recent or present low prices for cotton, and if heeded leads to evolution, and if ignored, to either revolution or what is even worse, dissolution.

"The remedy is for the governors of all cotton-growing states that now have statutes similar to the anti-option law in Texas to immediately and urgently recommend the enactment of a law that will prevent bucket-shops operating within their respective states, but will permit the buying or selling of cotton or contracts for either present or future delivery for cash or on credit.

"The Texas anti-futures law passed in the Senate by the narrow margin of one vote, and was an untried measure, enacted in deference to a public demand, originally created by abuses of bucket-shops and naturally encouraged by spinners, that it was impossible to stop or even check.

"In the years of 1905 and 1906 the Farmers'

Union named a minimum price of 11 cents per pound for cotton, and this figure was reached, and was obtained by various members of the Farmers' Union, also others.

"During the time when the minimum price asked was secured for cotton, trading in contracts was unrestricted, and subsequent events have demonstrated conclusively that spots and futures are so closely related and absolutely essential to each other that 'united they stand or divided they fall.'

"The Texas anti-futures law became effective July 12, 1907, and on that date July New Orleans cotton closed at 12.85 and then steadily declined until April 28, 1908, when it sold for 8.47 or a decline of 4½ cents a pound, or \$22.50 per bale.

"This enormous decline can be attributed to any cause desired, but the fact remains that it occurred from the start to the finish of the greatest holding movement of cotton by farmers, merchants and their friends that ever was or probably ever will be known.

"The entire South was honeycombed with bucket-shops, and, unfortunately, Texas had at one time 157 of them, and beyond any reasonable doubt they were the primary cause of inflaming public sentiment, and the fight against bucket-shops should continue, but legitimate speculation is a necessity.

"The majority of people do not understand the reasons for or details of speculation, consequently were unable to distinguish the vital difference between a bucket-shop and a legitimate brokerage office, so they obliterated both as far as in their power, and the result is now apparent to everybody.

"Since the Texas anti-option law became effective farmers have sold approximately 20,000,000 bales of cotton at a virtually proven price of from 2 to 3 cents per pound below its intrinsic value, and the loss to farmers on this cotton has been from \$300,000,000 to \$300,000,000 and of two evils choose the least.

"The revision of rules regarding the delivery or acceptance of cotton on contract, which I understand is now in progress, should be forced, as a well-balanced option equally fair to buyer or seller tends to build up instead of tear down, and future agitation, both literally and actually, should be toward improvement in every direction."

MINNESOTA INSPECTION REPORT.

F. W. Eva, chief inspector of Minnesota, has sent to the Railroad and Warehouse Commission the twenty-third annual report of the State Grain Inspection Department, embracing in details its business and transactions for the crop year ending August 31, 1908, including reports for the same period of the Weighing and Registration Departments at the several points, from which, among other things, it appears:

The total amount of grain inspected "on arrival" at the terminal points of Minneapolis, Duluth, St. Paul, St. Cloud, New Prague, Sleepy Eye, Kasota, Montgomery and New Ulm amounted to 186,669 carloads, divided as follows: Wheat 113,592, corn 4,966, oats 16,064, rye 2,957, barley 24,269 and flaxseed 24,821.

There were inspected "out of store" for the same period carloads and bushels as follows: Spring and winter wheat, 34,303 carloads, and 42,228,183 bushels into vessels; coarse grains (corn, oats, rye and barley), 14,242 carloads, and 7,992,621 bushels into vessels; flaxseed, 3,321 carloads, and 14,367,639 bushels into vessels; being a total out inspection of all kinds of grain and flaxseed of 51,886 carloads, and 64,588,443 bushels into vessels.

Since the inspection by sample in the office has been inaugurated it has been much easier for grain firms for call reinspection and appeal owing to the fact that there is so little delay in securing samples for such cases. Owing to the possibility of market conditions being better grain firms have repeatedly held over cars and ordered reinspections, thinking that they might be able to sell their grain after reinspection at a better price the succeeding day.

Dockage for Impurities.—There was a total of 95,917 carloads of spring wheat inspected "on arrival," which were docked for impurities as follows:

Pounds docked per bushel.	Number cars spring wheat.
0	571
½	5,666
1	18,336
1½	17,152
2	17,607
2½	9,315
3	10,396
3½ and over	16,874
	<hr/> 95,917

HAY AND STRAW

Eight hundred bales of hay, owned by J. T. Knipp, were recently destroyed by fire at Fort Worth, Texas.

The hay warehouse of A. Moser at Dallas, Tex., was damaged by fire to the extent of \$2,500 on February 1.

The Sackville Hay and Feed Co., Ltd., of Fredericton, N. B., is planning to increase its capital stock from \$10,000 to \$48,000.

Blaisdell & Richardson have dissolved their hay business at Clinton, Me., by mutual consent. A. F. Blaisdell will continue the business.

S. M. Bray, manager of the William Fitzhugh Co., has been elected president of the Memphis (Tenn.) Grain and Hay Association. J. J. Wade was elected vice-president.

Creditors of Curt Pless, the missing wholesale hay dealer of Bellingham, Wash., assert that no real effort is being made to apprehend him. A warrant has been issued and lost, and both city and county authorities now deny jurisdiction in the case.

The large hay storage house of W. L. Edmundson at Houston, Texas, burned on January 20. About 45,000 bales of hay were destroyed, with a total loss of about \$14,700. It is believed that three tramps were incinerated. Mr. Edmundson will rebuild the warehouse.

The state of New Jersey has lifted its embargo on account of the foot and mouth disease on Pennsylvania products. Massachusetts has lifted its embargo on Maryland and on all but a few counties in Pennsylvania, New York and Michigan. The Canadian quarantine has also been somewhat relaxed.

ALFALFA MILLING NEWS.

A company is being formed to erect an alfalfa mill at Aberdeen, Miss.

Machinery is being installed in the new alfalfa mill at Belle Plaine, Kan.

J. W. McCaughey is figuring on the erection of an alfalfa mill at Canon City, Colo.

Flickinger & Worl's new alfalfa mill at Kingfisher, Okla., is finished and in operation.

Nichols & Garrison are installing the machinery in their new alfalfa mill at Garnet, Kan.

The Kansas Pure Alfalfa Milling Co. suffered a slight fire loss at its plant at Wichita, Kan., recently.

An alfalfa mill is proposed for Big Timber, Mont. The Commercial Club of that city is in charge of the project.

Carmony & Humphreys are planning on the installation of an alfalfa mill in connection with their meal mill at El Reno, Okla.

Arrangements have been practically completed for the erection of an alfalfa mill at Fowler, Colo. A site has already been secured.

J. M. Johnson has put in the foundation for his alfalfa mill at Marquette, Kan., and is now at work on the erection of the building.

Willis Fisher and R. J. Johnson put their new alfalfa mill at Lyons, Kan., in operation on February 4. The mill has a capacity of twenty tons daily.

The farmers and business men of Paradise, Kan., are planning the erection of an alfalfa mill at that place. L. S. Zimmerman has charge of the proposition.

New and additional machinery is being installed at the B. & M. Alfalfa Mills at Dodge City, Kan. Manager Martin expects to start up again within a few days.

The alfalfa mill of James Harper & Sons at Wichita, Kan., is again in operation after a shut-down for the purpose of installing new machinery. The capacity is now 100 tons.

A. D. Garrett & Co. started up their new alfalfa meal mill at Roswell, N. Mex., on January 14. Power is furnished by a 100-horse-power gas engine. Alfalfa meal and a special dairy feed will be made.

The alfalfa mill of the Standard Milling Co. at Oklahoma City, Okla., is about ready to start up. The plant will have a daily capacity of about thirty tons of "Coralfa," a combination stock food, consisting of 40 per cent corn and 60 per cent alfalfa.

The second annual convention of the National Alfalfa Millers' Association was held on February 2 at the Railroad Club rooms at Kansas City, Mo. About 100 members attended from Nebraska, Kansas, Missouri and Oklahoma. President J. F. Axtell of Newton, Kan., presided. A general discussion was held, with particular

attention to the subjects of freight rates, grading and marketing conditions. In the evening a banquet was served, a feature of which was green muffins, made from flour and ground alfalfa.

The new alfalfa mill of the Colorado Alfalfa Milling Co. of Boulder, Colo., located at Ordway, Colo., and one of the largest in existence, has been running steadily since its completion and reports a rush of business. Twenty men are now employed at the mill.

The Nebraska City (Neb.) Alfalfa Mills Co. has been incorporated with a capital stock of \$200,000 by H. H. Hanks, Gilbert Hanks, John Johnson, Walter McNamara and L. F. Jacobson. A plant has been purchased and machinery ordered. It is expected that the mill will be running within the next sixty days.

BALTIMORE HAY TRADE IN 1908.

In a speech on January 25, President Charles England of the Baltimore Chamber of Commerce reviewed the 1908 hay trade of that city as follows:

"Receipts of hay in Baltimore during the year 1908 decreased about 25 per cent, compared with 1907, and at no time did the business show marked activity. Supplies were ample at all times, and prices relatively low, compared with other feedstuffs. The crop was large, of good quality, and evenly distributed, furnishing ample supplies everywhere, and restricting the demand from localities usually furnishing an outlet. This market was especially at a disadvantage because of the large crop in immediate adjacent sections, resulting in a more general offering by farmers than has been the case heretofore. The quarantine restrictions placed by the United States Department of Agriculture at the close of the year, because of the foot and mouth disease, was another disturbing influence, restricting the movement of hay both in and out."

A \$250,000 ALFALFA MILLING COMPANY.

Largely through the efforts of Dr. J. T. Axtell, president of the National Alfalfa Millers' Association, there has been incorporated the largest alfalfa milling company which has yet entered the field. The Consolidated Alfalfa Milling Co. of Newton, Kan., chartered with \$250,000, has been formed by a number of Kansas capitalists, to operate a chain of alfalfa mills throughout the state. Out of the \$250,000 capital stock, \$50,000 has already been paid in, and it is the intention to expend this on the purchase of four mills on which options have already been secured. The location of these mills has not been announced. Following this, it is planned to either build or purchase other mills at advantageous points in the state. Officers of the new company have not yet been elected, but the directors so far announced are: F. E. Munsell, cashier of the First National Bank of Herington, Kan.; R. B. Christie, cashier of the Scott City Bank at Scott City, Kan.; Dr. J. T. Axtell and Dr. John Grove of Newton, Kan. J. C. Nicholson of Newton will be attorney for the company, whose general offices will be at Newton.

RESOLUTIONS OF THE NATIONAL HAY ASSOCIATION.

At a meeting of the executive committee of the National Hay Association, held on January 18, the following resolutions and expressions of sympathy were unanimously adopted upon the deaths of Willis Bullock and Harry W. Benedict:

Whereas, Almighty God, exercising his divine right, has taken from us our friend and fellow member, Willis Bullock, who, by his ever faithful adherence to the doctrines of the National Hay Association, attained for himself the very highest regard of all its members, and

Whereas, In all the councils of the Association he maintained that high standard of excellent judgment which first brought him to public notice in the hay trade, that of founding the National Hay Association at Cleveland, O., January 22, 1895; he attended every convention, and, aided by his pen and his trade paper and his personality, contributed as much, if not more, than any other member toward the very life of the Association; therefore, be it

Resolved, That in the death of Willis Bullock the National Hay Association has lost a faithful friend and devoted member, whose loss will be long remembered, the community in which he lived an honorable and upright citizen, and his family a beloved husband and father; it is further

Resolved, That a copy of these resolutions be sent to the various trade papers for publication and a suitably engrossed copy to his family.

Whereas, An all wise Providence has re-

moved from our midst our friend and fellow member, Harry W. Benedict, who, by his earnest devotion to the National Hay Association, won the esteem of all its members, and

Whereas, In all the affairs of the organization he exhibited the same sterling qualities, keen perception and sincerity of purpose which brought him success in the commercial world; he never shrank a duty to the Association and loved the same next to his home; he always was faithful in attending its various meetings, never ostentatious, and with most humble regard for his ability either as a member or officer; therefore, be it

Resolved, That in the death of Harry W. Benedict the National Hay Association has sustained the loss of a faithful friend, a devoted and valuable member and officer, and the community an honorable and upright citizen, and his family a beloved husband and father; and, be it further

Resolved, That a copy of these resolutions be duly printed in the trade papers and a suitably engrossed copy sent to his family.

OBITUARY

Charles Farmer, formerly a wealthy grain dealer of Ovid, Mich., died recently at Grand Rapids, Mich. Mr. Farmer was 70 years of age.

George Gilbert, for forty years a member of the Chicago Board of Trade, and at one time one of its largest shippers, died on January 17 at his residence, 1626 Pemberton Avenue, Chicago.

Wendolin Leber, general foreman of the Jersey City Elevator of the Pennsylvania Railroad Co. was run down by an express train at Rahway, N. J., on the night of February 2 and instantly killed.

Gustav A. Anderson, a prominent wheat buyer of Delmar, N. D., succumbed recently to an attack of typhoid fever at Fergus Falls, Minn. Mr. Anderson was thirty-one years of age. He leaves a widow.

George Gassaway, who had been identified with the grain trade of Toledo, O., for many years, died on January 21 in his eighty-seventh year. He was father of the present secretary of the Toledo Produce Exchange.

E. P. Barker, proprietor of a large seed warehouse at Slayton, Minn., and a well-known resident of that town, died suddenly on January 28, expiring while working about the establishment. Apoplexy was the cause of his death.

Joseph Franck Rumsey, a member of the Chicago Board of Trade, and brother of Captain I. P. Rumsey, died recently at his residence at Lake Forest, Ill., at the age of 60. Mr. Rumsey had been a member of the Board of Trade since 1872. His wife died fourteen years ago. He is survived by three sons.

A. B. Taylor, one of the pioneers of Minneapolis' grain trade and a charter member of the Minneapolis Chamber of Commerce, died suddenly on February 5 at his home at Glendale, a suburb of Cincinnati, Ohio. Mr. Taylor was vice-president of the Minneapolis Chamber of Commerce in 1881 and 1882, but for the last few years had resided in Cincinnati.

Alexander McAyeal, official grain inspector of Portland, Ore., died recently at his home in that city at the age of 57. Mr. McAyeal was born in Camden, N. J., removing to Portland in 1874, and entered the grain business. He was in charge of the Victoria grain dock for over seventeen years, and was the first to introduce an electric grain cleaner. A widow, three sons and a daughter survive.

Charles W. Re Qua, a veteran member of the Chicago Board of Trade, died suddenly of heart failure at his residence, 2454 Michigan Avenue, on January 18. Mr. Re Qua was born in Buffalo, N. Y., in 1828, removing to Chicago in 1875. Soon afterward he established the firm of C. W. Re Qua & Co. He retired from business ten years ago, but held his membership in the Board of Trade until last year. A widow, two sons and one daughter survive.

Joseph N. Dunaway, head of the Illinois Valley Grain Co. of Ottawa, Ill., died at his home in that city last month. Sorrow over the death of his wife and son largely contributed to Mr. Dunaway's death. Mr. Dunaway was born in Greene County, Pennsylvania, in 1835, coming West in 1852. He early engaged in farming, later entering the grain business, and was successful from the start. Mr. Dunaway was a member of the Masonic order, having passed through several of the highest degrees. Three sons and two daughters survive.

The CO-OPERATIVES

The Diller Farmers' Grain Co., Diller, Neb., lost \$800 in 1908.

The Alliance Elevator and Mill Co., Sherburn, Minn., may be reorganized and started up again. The South Dakota Farmers' and Grain Dealers' Association will meet at Watertown on February 17-18.

The state organization of South Dakota Farmers' Elevators will hold its annual convention at Aberdeen on February 17 and 18.

Dividends and Profits.—Farmers' Elevator Co., Sterling, Neb., dividend 25 per cent; Bement Grain Co., Bement, Ill., dividend 5 per cent; Zumbrota Farmers' Elevator Co., Zumbrota, Minn., profit \$1,052.25; Farmers' Elevator Co., Osna-brock, N. D., profit \$1,000; Farmers' Elevator Co., Le Mars, Ia., profit \$1,912.72; Farmers' Elevator Co., Sylvia, Kan., stock quoted at \$58, par \$25; Dennison Farmers' Elevator Co., Dennison, Minn., dividend 10 per cent; Farmers' Mercantile and Elevator Co., Kenyon, Minn., dividend 50 per cent; Minier Grain Co., Minier, Ill., dividend 50 per cent.

IOWA FARMERS' ASSOCIATION.

The fifth annual convention of the Farmers' Grain Dealers' Association was held at Sioux City on February 4-6. It was in the main a talk-fest, in which H. S. Greeley, of Chicago, and George S. Loftus, of Minneapolis, were the star performers, James J. Hill, of the Great Northern, failing to show up.

There were discussions on various phases of co-operation and re-election for the ensuing year of the officers who served in 1908.

The Association endorsed the McCumber bill.

The next annual meeting will be held at Des Moines.

NEBRASKA FARMERS' ASSOCIATION.

The Farmers' Co-operative Grain and Live Stock Association of Nebraska met at Lincoln on January 20. The first business was the election of a board of directors—one from each congressional district—and one delegate-at-large. The election resulted: First district, C. M. Andrews, Manley; second district, T. W. Langdon, Gretna; third district, Hans Seleck, Elgin; fourth district, D. W. Baker, Benedict; fifth district, J. S. Canaday, Minden; sixth district, F. E. Pope, St. Paul; director-at-large, O. G. Smith, Kearney.

After the election, two resolutions were read, the first an endorsement of Senator McCumber's bill; the second, an endorsement of Senator King's bill, introduced in the present Senate, covering discrimination in location of elevators, and reads:

"Whereas, It has been the practice of many line dealers and other buyers of grain in this state to bid relatively more for grain at one station than another, and,

"Whereas, This practice is for no other than an illegal purpose, and,

"Whereas, This practice amounts in fact to a discrimination against persons and places, therefore

"Be it resolved, That we instruct our legislative committee to take vigorous action toward the enactment of a law providing for uniform prices all over the state, similar to the law now in force in Kansas regulating oil prices."

The subject of leakage in transit was discussed, as was also the 100-pound dockage at Kansas City, Mo. C. Vincent of Omaha spoke on the subject of "Selecting Seed Corn," and George B. Powell, chief inspector and weighmaster of the Omaha Grain Exchange, talked on weighing and inspection. The next annual meeting will be held at Lincoln.

POSTPONED BUYING AN ELEVATOR.

The Minnesota Farmers' Elevator Association, in convention in January, at Minneapolis, decided to postpone action regarding the acquisition of a terminal elevator in Minneapolis. An elevator, already in operation, was offered to the Association for \$110,000, but it was the general opinion that the time was "not ripe" for the venture, and that the matter should be deferred until the Association was older and had a larger membership.

A mutual insurance association was favored by many members, and a committee may be appointed to confer with the Farmers' Grain Dealers' Associations of Iowa and South Dakota with regard to the matter.

Following are the officers elected: President, L. A. Smith, Truman; vice-presidents, C. J. Nolan of Waverly and S. L. Chapin of Luverne; treasurer, J. F. Delaney, Hatfield; secretary, R. L. Johnson, Austin.

Standing committees to act during the year were named as follows: Transportation—A. M. Echman, Hendrum; H. T. Halvorson, Hardwick, and P. A. Peterson, Audubon. Arbitration and Investigation—C. A. Lauer, Lambertson; H. J. Farmer, Airlie; Edward Nordholm, Wolverton. Grades—T. O. Distad, Hayfield; E. J. Dunbar, Beaver Creek; John A. Johnson, Hancock. Legislation—S. A. Bursell, Truman; R. L. Johuson, Austin; H. U. Theeson, Clara City.

Addresses were made by J. C. Nolan of Waverly, Minn., on "The Benefits to Be Derived from a Terminal Elevator;" by W. L. Harris of Minneapolis, on "Citizenship in Minnesota;" by G. S. Loftus of St. Paul on the subject of "Freight Rates;" by J. H. Brown and C. G. Messerole, president and secretary, respectively, of the Iowa Farmers' Grain Dealers' Association, and by H. J. Farmer, H. Dana and W. W. Owen of Plano, Ill.

GRAIN GROWERS' RESOLUTIONS.

The Tri-State Grain Growers' Association, at Fargo, N. D., on January 23, adopted among others the following resolutions:

Resolved, That we condemn the present unsystematic and unsatisfactory method of inspection and grading of grain, and we recommend as a substitute a more just and more uniform system, to be under the direction of the national Department of Agriculture at Washington, and we most heartily commend the efforts of Senator McCumber for his energetic work to introduce this reform. Pending the enactment of this law providing for federal inspection, we urge the farmers to support what is now known as the Wisconsin inspection.

We condemn the pernicious features of the board of trade, known as gambling in farm products.

We recommend the commission on barley be reduced to one-half cent, as is now charged on oats.

We are opposed to a reduction of the import duty on farm and live stock products, thereby placing us in competition with those countries where labor is cheaper and where farm machinery is sold for less money than with us.

We are unalterably opposed to the system reported to be practiced by certain so-called "old line elevator companies" paying a losing price at one point and making it up at others, thereby destroying fair competition. We urge the legislators of North Dakota, South Dakota and Minnesota to enact laws to prevent this discrimination.

We commend to your attention the patronage of farmers' elevators wherever such elevators are built and properly managed.

We commend a closer union between the farmers' elevators and local farmers' organizations.

We demand one accurate crop report each year to aid us in attending to our business. We believe the crop report on grain can be most easily and accurately obtained by enacting laws compelling operators of thrashing machines to report to proper officers on or before December 31 each year the number of bushels of each kind of grain they have thrashed that season.

The "diverting charge" of \$2 per car on all bulk grain, hay and feed shipments from the West to Philadelphia has been abolished by practically all the roads hitherto making such charge.

A bill has been introduced in Congress, having the names of members of the Interstate Commerce Commission, to restore to the Commission the powers of investigation and interrogation it supposed it had previous to the decision of the Supreme Court in the Harriman case. The difficulty with the Commission in this case was that its power of initiative was implied in Section 20 and other clauses of the bill, rather than set forth in adequate legal detail. It is proposed now by comprehensive legislation to define the power of the Commission beyond the possibility of dispute. "The Commissioners themselves are much concerned over the latest utterances of Mr. Taft and believe that his plan contemplates much more than an academic reorganization," says the Boston Transcript. "It is feared that the new administration purposes so to restrict the activities of the Commission and to distribute the powers it has exercised hitherto that the railroads hereafter may conduct their affairs as they please, without danger of interference from Washington. The fact is cited in support of this theory that railroad stocks boomed suspiciously in New York immediately after Mr. Taft's declaration of his plan. Others believe that the Taft plan is not reactionary and that in due time and in a more formal manner the President-elect will inform the country that he will hold the railroads to as strict an account as ever, but that his plan of reorganization will avoid expensive and fruitless waste of official energy."

FIRES-CASUALTIES

The elevator and mill of James Sanders at Whitewood, Sask., was burned to the ground recently.

Fire starting in an adjoining storeroom caused damage to the extent of \$2,000 to the Reichert Elevator at Belleville, Ill., last month.

The engine house of the Farmers' Elevator at Russell, N. D., was burned recently, but no material damage was done the elevator itself.

The Empire Elevator at Brampton, S. D., was burned to the ground on January 19, together with about 2,500 bushels of wheat and two grain cars.

The old grain elevator of W. P. Hale at Providence, R. I., now used as a warehouse, was damaged by fire to the extent of about \$5,000 on January 30.

In the recent destruction of the Miami Valley National Bank Building at Hamilton, O., the Anderson-Shaffer Grain Co. suffered a loss of about \$5,000.

The elevator of the Arrowsmith Grain Co. at Arrowsmith, Ill., was slightly damaged by fire last month. The fire is thought to have been of incendiary origin.

The engine house of the Neola Elevator at Bagley, Iowa, was destroyed by fire last month. Only the heroic work of a bucket brigade saved the elevator itself.

E. A. Dillon was badly hurt recently by a fall from a ladder in the elevator of F. L. Warner at Chenoa, Ill. Happily, his injuries are not of a permanent nature.

The Hunting Elevator at Hudson, S. D., was burned to the ground on February 4. Only fast work by the fire-fighters prevented the blaze spreading to the other houses near by.

A slight fire recently caused damage amounting to about \$200 in the Burlington Elevator at St. Joseph, Mo. Prompt action by the watchman prevented a more disastrous blaze.

A fire of mysterious origin entirely destroyed the plant of the Bluemont Elevator Co. at Bluemont, Va., on January 30. The loss is estimated at \$15,000, partially covered by insurance.

Morse Bros' Elevator at Southbridge, Mass., was totally destroyed by fire on January 29. The origin of the fire is unknown. The loss is placed at \$15,000, with very little insurance.

Warehouse No. 1 of the Pacific Coast Elevator Co. at Athena, Ore., was totally destroyed by fire on February 7. There was no grain in the warehouse at the time. The insurance amounts to \$2,500.

An early morning fire destroyed the elevator offices and coal bins of the El Reno Elevator Co. at Bison, Okla., on January 30. A loaded freight car was also burned. The loss is \$8,500, covered by insurance.

The corn elevator and shelling plant of the Fannin Mill and Elevator Co. at Honey Grove, Texas, was burned recently and considerable grain lost. The loss is estimated at \$3,000 on the building and machinery and \$600 on the grain.

A fire which started from a locomotive spark destroyed several buildings at Worcester, Mass., on February 5. The grain elevator of E. E. Cowee was among the buildings destroyed. Mr. Cowee's loss is placed at \$50,000, fully covered by insurance.

Fire starting from a hot box in the cupola of the Farmers' Elevator at Kerkhoven, Minn., last month caused about \$500 damage to the house. The loss was fully covered by insurance. The necessary repairs have been made and the elevator is again in operation.

The Powers Elevator at Berea, N. D., was burned to the ground last month. The origin of the fire cannot be ascertained. About two carloads of wheat and one of flax were destroyed. Lack of adequate fire fighting apparatus made it impossible to check the fire. Insurance to the amount of \$8,300 was carried.

The Hawkeye Elevator at Aberdeen, S. D., was entirely destroyed by fire on January 29. The blaze is believed to have been started by tramps. Fortunately there was very little grain in the house at the time. A stable and lumber yard adjoining were also damaged. The total loss is placed at \$8,000, with about \$6,500 insurance.

The large elevator and hominy mill of J. & S. Emison at Vincennes, Ind., was totally destroyed by fire at an early hour on February 9. The fire started in the mill proper, soon spreading to the 200,000-bushel elevator and other nearby buildings. Only the quick work of the railroad men saved a number of box cars nearby from

destruction. The loss is placed at \$100,000, with about \$40,000 insurance.

The Big Four Elevator at Crawfordsville, Ind., owned by Harry Stout, was damaged by fire to the extent of about \$5,000 on February 1. The greatest damage was to the elevating machinery. The fire started from some unknown cause in the cob shed. The loss is fully covered by insurance.

Fire, believed to have been set by grain thieves, entirely destroyed the elevator of E. J. Miller at Perry, Okla., on January 21. The building was enveloped in flames before the firemen reached it and little could be done to save it. The loss on building and contents is placed at \$13,000, with insurance amounting to \$7,500.

The large Rock Island Elevator at Somers, Iowa, owned by the Reliance Elevator Co. of Minneapolis, was burned to the ground on January 16. It is supposed that the fire originated from a hot box in the cupola. About 7,000 bushels of corn and oats were destroyed. The total loss will be about \$8,500, fully covered by insurance.

CROP REPORTS

The blizzard of early January destroyed the green bugs which were so plentiful in the wheat fields before the storm.

Reports compiled by the Spokane Chamber of Commerce show that the production of wheat in the Inland Empire was approximately 54,000,000 bushels in 1908.

The Hessian fly is reported as showing up as badly in the wheatfields of Kansas this winter as last, despite efforts last fall to prevent this condition by late sowing of wheat.

There will be no official national or state crop report on growing wheat until April. The Government report for March will be an estimate of the farm reserves of wheat, oats and corn.

The Michigan state report shows some damage to wheat during January; 253 correspondents reported damage, and 365 said there was none. The acreage sown last fall was a trifle smaller than the previous year.

The estimate of the Canadian Northwest wheat crop has been reduced by about 10,000,000 bushels from its first figures, by Secretary Fowler of the Canadian Northern Grain Dealers' Association. He now places his estimate at 97,326,000 bushels.

The outlook for the grain crop in the San Joaquin Valley, in California, this year, is exceedingly bright. Throughout the whole valley the grain acreage has been greatly increased, the estimate for Fresno County being given as 25 per cent larger than last year. The heavy rains this season have helped the grain decidedly.

Reports from Montana indicate that there will be a shortage of both wheat and rye this year. The area sown to winter wheat has decreased 1,762,000 acres, and a falling off of nearly 6 per cent in condition is shown, as compared with last year. The newly seeded rye acreage is given as 4 per cent less than last year, and its condition as nearly 8 per cent below normal.

The mild weather of the latter part of January is reported to have materially benefited wheat in the Central States. The melting of the snow moistened the ground, and the weather was warm enough a portion of the time to help the growth of wheat. Ohio and Indiana reported a more hopeful outlook than at any time since seeding. Central States farther to the west also reported favorable conditions for the crop outlook as a whole.

E. J. Smiley, secretary of the Kansas Grain Dealers' Association, estimates that there will be from 15 to 20 per cent decrease in the wheat acreage in Kansas this year, due to the early drouth and also to the Hessian fly. The greatest decrease will be in the southwestern third of the state, where it will amount to 30 per cent. In the part of the state lying farther to the west the decrease will not be so large. The slow movement of the corn crop of 1908 is attributed to the fact that Kansas farmers are using their corn rather than selling it. There are instances where corn is shipped into good corn districts, on account of the increased consumption of this grain, not lighter crops.

For the first time in more than 20 years wheat sold in Walla Walla, on January 30, for \$1 a bushel.

Dr. Alben O. Boyer of Moreauville, La., proposes as a remedy for the cotton boll weevil that planters go into corn for a while.

LATE PATENTS

Issued on January 12, 1909.

Hydraulic Motor for Portable Grain Dumps.—Joseph E. Camp, Washington, Ill., assignor to Camp Bros. & Co., Metamora, Ill. Filed September 25, 1905. No. 909,278. See cut.

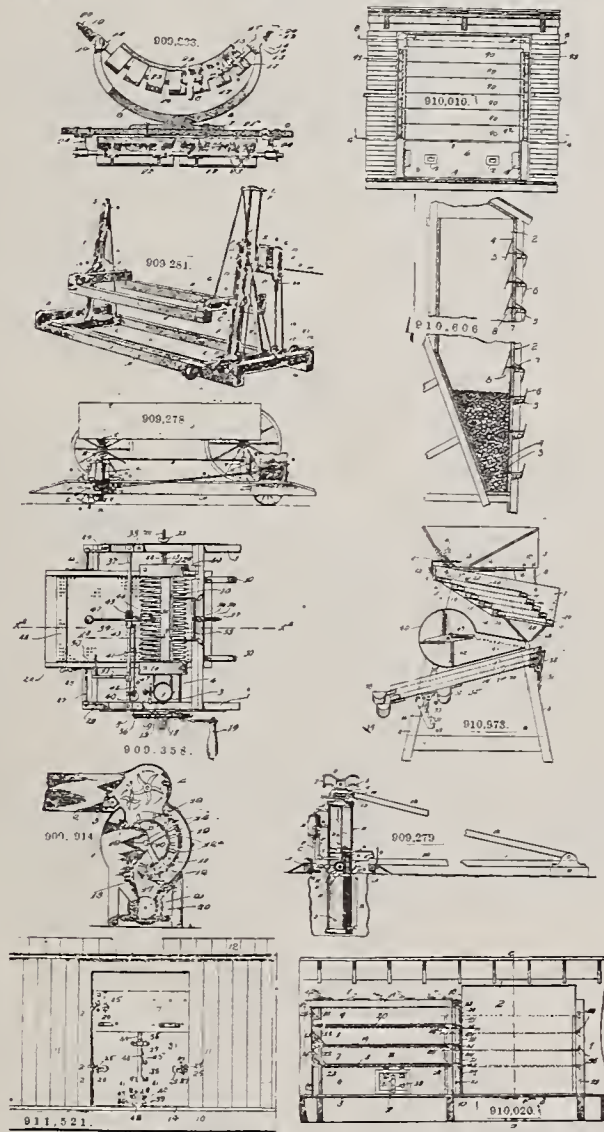
Hydraulic Motor for Wagon Dumps.—Joseph E. Camp, Washington, Ill., assignor to Camp Bros. & Co., Metamora, Ill. Filed January 8, 1906. No. 909,279. See cut.

Hydraulic Motor for Wagon Dumps.—Joseph E. Camp, Washington, Ill., assignor to Camp Bros. & Co., Metamora, Ill. Filed April 27, 1906. No. 909,280.

Wagon Dump.—Joseph E. Camp, Washington, Ill., assignor to Camp Bros. & Co., Metamora, Ill. Filed March 19, 1907. No. 909,281. See cut.

Seed Corn Separator.—Charles F. Asplund, Minneapolis, Minn. Filed April 24, 1907. No. 909,353. See cut.

Conveyor Belt Support.—Edwin E. Vrooman, Hyattsville, Md., assignor, by direct and mesne assignments of one-half to John J. Ridgeway,



Chicago, Ill., and one-half to Edward G. Thomas, Brookline, Mass. Filed October 27, 1903. No. 909,833. See cut.

Issued on January 19, 1909.

Hay Grinding Machine.—John F. Langdon, Wichita, Kan. Filed March 21, 1908. No. 909,914. See cut.

Grain Car Door.—Joseph B. Mockridge, Newark, N. J., assignor of one-third to Henry A. Verges, Milwaukee, Wis., and one-third to Charles L. Duenkel, East Orange, N. J. Filed August 24, 1907. No. 910,010. See cut.

Sectional Grain Door.—Franklin M. Reed, Indianapolis, Ind., assignor to the Sectional Grain Door Co. Filed May 1, 1907. No. 910,020. See cut.

Issued on January 26, 1909.

Indicating Device for Bins.—Peter Swanson, Soudan, Minn. Filed September 29, 1906. No. 910,606. See cut.

Grain Separator.—Charles A. Torrence, Crookston, Minn., assignor to Maplebay Manufacturing Co., Crookston, Minn. Filed February 9, 1907. No. 910,973. See cut.

Issued on February 9, 1909.

Grain Door for Cars.—Benjamin F. Owens, Rockwell City, Iowa. Filed January 27, 1908. No. 911,521. See cut.

Kansas City in January sent 169 cars of Kansas hard wheat to Mexico, via Laredo.

A Good Resolution

Place your elevator in proper shape for conducting an up-to-date grain business by installing an

ELLIS GRAIN DRIER

No experiment. We furnish a list of users from among the largest and best grain firms in this country.

The Ellis Drier, the drier that conditions grain in a perfect manner and at minimum cost.

ELLIS DRIER CO.
747 Postal Telegraph Bldg.
CHICAGO

RANCE COMPANY OF ILLINOIS.

A. R. McKinney, secretary of the Millers' Mutual Fire Insurance Company of Illinois at Alton, Ill., under date January 1, 1909, makes the thirty-second annual statement of condition, etc., of that company as of that date, from which the following facts are obtained:

	1908.	1907.
Insurance written	\$ 9,127,368.93	\$ 9,897,311.23
Amount of insurance in force	13,920,249.80	13,551,441.39
Total cash assets.....	366,891.05	336,038.85
Cash surplus	329,927.51	336,038.85
Net cash surplus (after deducting reinsurance reserve, as required by law)	219,859.25	234,631.92
Premium notes in force.	1,956,186.26	1,701,351.60
Losses incurred.....	191,576.47	113,646.93

The insurance written is not quite as large as last year, explained by the facts that last year the company reinsured a company, taking over about \$2,000,000 in one lump, and business conditions were not as good this year as last. Crop conditions were not favorable, prices were high, and there was no car shortage, so very little grain was stored.

The cash surplus is a little less than a year ago because of very heavy losses. The value of this surplus has been proven, because with the heavy losses, the rate of assessment was not raised but still remains at 40 per cent only of basis rate, or expected cost.

ASSETS.

Bonds, market value.....	\$ 302,020.85
Mortgage loan	2,000.00
Real estate	5,000.00
Interest accrued	5,514.04
Premiums and assessments unpaid.....	51,085.17
Checks and drafts in office.....	715.50
Cash in bank.....	46,555.49

Total cash assets.....	\$ 366,891.05
Deposit notes, net value.....	1,288,633.09

Total gross assets.....\$1,655,524.14

LIABILITIES.

Unadjusted losses	\$ 888.65
Adjusted losses, not yet due.....	36,074.89

Total unpaid losses.....	\$ 36,963.54
Gross surplus to policyholders.....	1,618,560.60
Net value of notes (deducted).....	1,288,633.09

Cash surplus	\$ 329,927.51
Reinsurance reserve	110,068.26

Net cash surplus.....	\$ 219,859.25
Losses incurred during the year.....	191,576.47
Losses paid during the year.....	152,196.82
Losses paid since organization.....	1,363,022.04
Amount of insurance in force.....	13,920,249.80
Face value of notes on which to levy assessments	1,956,186.26

MILL OWNERS' MUTUAL FIRE INSURANCE COMPANY OF IOWA.

Secretary J. G. Sharp of the Mill Owners' Mutual Fire Insurance Company of Des Moines, Ia., under date, January 1, 1909, publishes the following thirty-fourth annual statement of the condition of that company of that date:

INSURANCE IN FORCE.

Continuing plan	\$6,512,030.00
Five-year plan.....	3,811,880.00

DEPOSIT NOTES.

Continuing plan	\$ 201,633.30
Five-year plan	600,686.03

RECEIPTS.

Assessments	\$ 128,016.10
Guaranty deposit.....	36,288.39
Interest, etc.....	13,277.27
Mortgage loans repaid..	21,585.00
Cash in hands of treasurer, January 1, 1908.	47,186.71

\$ 246,353.47

DISBURSEMENTS.

Losses	\$ 134,376.90
Expenses	30,246.12
Guaranty dep. returned.	24,412.71
Mortgage loans made...	33,000.00
Cash in hands of treasurer, Dec. 31, 1908...	24,317.74

\$ 246,353.47

Losses adjusted and paid since January 1, 1908	\$ 134,376.90
Losses adjusted (not due).....	None
Losses resisted	None
Losses reported	12,500.00

ASSETS.

Deposit notes subject to assessment	\$ 802,319.33
Real estate loans, first mortgage	230,472.10
Interest accrued on loans (not due)	6,690.49
Cash in hands of treasurer, Dec. 31, 1908...	24,317.74
	261,480.33
	\$ 1,063,799.66

LIABILITIES.

Losses adjusted (not due)	None
Losses reported	\$ 12,500.00

Surplus over all liabilities	\$ 1,051,299.66
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A further statement shows the total receipts of

the company since its organization in April, 1875, to January 1, 1909, to have been \$2,244,391.46, of which sum losses absorbed \$1,473,780.50; expenses, \$360,763.87; guaranty deposits returned, \$154,982.25; entrance fees returned, \$75; real estate loans, \$230,472.10. The net saving to stockholders during the same period was \$1,909,196.60.

Losses in 1908 were heavy, particularly during the last half of the year; but the assessment made on policyholders was only 40 per cent of one annual premium.

GRAIN DEALERS' N. M. FIRE INSURANCE COMPANY.

Secretary C. A. McCotter, under date of January 1, 1909, publishes the following sixth annual statement of conditions of the Grain Dealers' N. M. Fire Insurance Co. of Indianapolis on that date:

ASSETS.

Cash in banks.....	\$ 28,295.41
Terre Haute, Ind., school bonds.....	13,000.00
Columbus, Ind., funding bonds.....	14,000.00
Huntington, Ind., courthouse bonds.....	5,000.00
Rush County, Ind., school bonds.....	10,000.00
First mortgage loans.....	39,550.00

Available cash assets.....	\$ 109,845.41
Accrued interest	1,087.75
Uncollected assessments	1,328.74
Uncollected premiums	1,879.54

Total cash assets.....	\$ 114,141.44
Premium notes (net value).....	952,757.91

Total assets

LIABILITIES.

Losses reported	None
Losses adjusted	None
Losses resisted	None
Surplus to policyholders.....	\$1,066,899.35
Net losses, 1908.....	96,780.05
Losses paid since organization.....	283,430.10

The company is now insuring over 2,200 country elevators for over \$9,000,000 of insurance. This is an increase of slightly over 10 per cent. On this business there is a saving to the policyholders, with self-inspection credits, of over \$120,000 annually. In addition is the saving of over 50 per cent on short-time grain insurance from the short rates of other companies.

Losses have been larger than in previous years, but all have been adjusted and paid with no disputes in settlement and no increase in the cost to the policyholders. The expense ratio has been decreased by the increased amount of business and income being handled by the same clerical and field employees. About 85 per cent of the properties insured are making self-inspection reports which, without question, have been a strong factor in keeping down the losses.

MICHIGAN MILLERS' MUTUAL FIRE INSURANCE COMPANY.

A. D. Baker, secretary of the Michigan Millers' Mutual Fire Insurance Company of Lansing, Mich., under date January 15, 1909, published the twenty-eighth annual report of that company, of which the following is a resumé:

In spite of the financial conditions of the year, the cash assets of the company increased \$57,000; the cost of insurance has been reduced 5 per cent during the year by action of the directors in 1908, reducing the net cash surplus by \$16,000, but as the surplus is now \$442,920.15, it will not be necessary to increase the cost of insurance (the present dividend to policyholders being 60 per cent).

Following is the financial statement on January 1, 1909:

ASSETS.

First mortgage loans.....	\$126,330.00
Municipal and school bonds.....	423,675.22
Office building	6,000.00
Cash	184,896.07
Cash on deposit with treasurer of Manitoba	10,000.00
Interest due and unpaid.....	8,828.02
Premiums due (net)	51,925.77

\$811,655.08

Premium notes (net value).....	1,985,940.81
--------------------------------	--------------

Total assets

LIABILITIES.

Losses in process of adjustment	\$ 47,682.85
Reinsurance reserve	317,052.08
All other claims.....	4,000.00
Permanent fund	100,000.00

Total liabilities

Net assets	\$2,328,860.96
Net cash assets, including permanent fund.	442,920.15
Losses paid in 1908.....	356,164.28
Losses paid from 1881 to date.....	2,385,519.07

The saving to members has been as follows: 1881-3, 40 per cent; 1884, 30 per cent; 1885, 35 per cent; 1886-1896, 30 per cent; 1897-8, 40 per cent; 1899-1901, 50 per cent; 1902, 45 per cent; 1903, 50 per cent; 1904, 40 per cent; 1905, 50 per cent; 1906-7, 55 per cent; 1907-8, 60 per cent.

MILLERS' NATIONAL INSURANCE COMPANY.

Secretary M. A. Reynolds, under date January 12, 1909, has published the following thirty-third annual report to policyholders of the Millers' National Insurance Company of Chicago:

The year 1908 goes down into history as generally unsatisfactory, from a business point of view, and in the matter of fire losses in the United States it has a record exceeding any previous year in which great conflagrations did not occur, due to the unsatisfactory business conditions and the protracted drought, which was a prolific source of fires, over a wide extent of country, for months.

Our experience followed closely the general conditions prevailing throughout the country. We had 308 losses, or 120 more than in 1907, costing \$452,000, or \$127,000 more than for that year.

The amount at risk was increased nearly \$6,500,000, a larger gain, by one and a half times, than was ever made before, notwithstanding the business depression.

Assessments on our mutual business have been at the rate of 6 per cent for the year, or but 30 per cent of the annual rate, equal to a saving of 70 per cent on the basis of a cash premium, for the rate charged, the largest saving ever made.

With the abnormal losses for the year, at this rate of assessment, our mutual business has been carried at less than cost; our interest income and profit on our cash business making up the deficit and showing an increase of net cash surplus of \$47,000, due, however, almost entirely to the increased value of our securities over last year's valuation and not to underwriting profit.

With the very rapid increase in volume of business and our low assessments for three years, our surplus is not increasing as fast as our liability, it having fallen from \$23.67 in 1906 to \$20 per \$1,000 at risk at the present time, and if the minimum of 2 per cent established by the board in 1906 is to be maintained, there is no escape from one of two things during the current year: Either losses must be less or assessments will be higher, and we again ask that every policyholder exercise the most extreme care, so that the losses may be kept at a point that will insure the surplus keeping pace with our rapid growth and constantly increasing liability, and at the same time permit of continuing the present low rate of assessment.

The company was examined by the insurance department of the state of Indiana, in May last, and public accountants have checked the books monthly; the certificate of their closing audit being attached.

Our securities were valued by the Harris Trust & Savings Bank of this city, who have been employed by the insurance superintendent of this state to make valuations for the insurance department, which is a guarantee that the figures, as given, can be relied upon as representing a conservative and fair value, without any question.

Respectfully submitted,

M. A. Reynolds, Secretary.

Approved by the executive committee:

C. H. Seybt, President.

FINANCIAL STATEMENT.

ASSETS.

Total bonds and stocks.....	\$1,163,957.70	\$1,174,868.71
Real estate mortgages...		153,950.00
Collateral loan		1,000.00
Accrued interest on investment		21,405.77
Cash on hand and in bank		87,707.91
Cash on deposit with treasurer of Manitoba.		10,000.00
Cash on deposit with general agents		2,900.00
Premiums in course of collection		58,593.75

Total

LIABILITIES.

Losses in course of adjustment, including all reported or supposed losses.	\$ 23,705.45
Unearned premiums at 50 per cent fire risks running one year or less	\$106,625.28
Unearned premiums pro rata fire risks running more than one year	181,593.95

Total reinsurance reserve, required by law	288,219.23
Guarantee deposits	235,386.22
Manitoba deposit, less reserve	5,502.98
Accrued state, county and municipal taxes	10,636.01
Commissions and return premiums on current business	18,809.26

Total

Cash surplus, including permanent fund.....	\$ 930,166.96
Permanent fund	500,000.00
Surplus less permanent fund, as required in some states	\$ 430,166.99
Premium notes subject to assessment (net value)...	4,358,547.19
Surplus over all liabilities, including notes and permanent fund	\$5,288,714.18

INCOME DURING THE YEAR.	
Premiums on cash policies...	\$266,891.02
Premiums on mutual policies	114,521.10
Assessments on mutual policies	299,216.07
	\$680,628.19
Deduct return and reinsurance premiums.....	121,462.08
	\$559,166.11
Interest on investments....	65,422.70
Rents	80.00

Total income in cash...	\$624,668.81
DISBURSEMENTS DURING THE YEAR.	
Net amount paid for losses..	\$429,550.73
Commissions and brokerage.	53,032.31
Salaries, fees, clerks, agents, inspectors and other employees	62,474.88
State, national and local taxes	9,858.10
All other payments and expenditures	36,561.60
Total expenditures.....	\$571,477.62
RISKS.	
In force Dec. 31, 1908.	\$46,809,154.03
In force Dec. 31, 1907.	40,340,770.96
Increase for year..	\$6,468,383.07

CLASSIFICATION OF RISKS.	
Mutual flour mills, elevators and contents	\$26,055,151.80
Mutual general business	4,111,720.00
Total mutual business	\$30,166,871.80
Cash flour mills, elevators and contents..	\$ 7,233,251.98
Cash all other business	9,409,030.25
Total cash business	\$16,642,282.23
Total at risk....	\$46,809,154.03
Total flour mills, elevators and contents, cash and mutual....	\$33,288,403.78
Total general business, cash and mutual....	13,520,750.25
Total at risk....	\$46,809,154.03
Losses paid since organization	\$ 6,054,303.83

LOSSES OF THE YEAR.	
75 losses over \$2,000 each paid.....	\$361,943.32
213 losses under \$2,000 each paid.....	67,363.52
20 losses unadjusted estimated (1908)...	22,705.45
308 losses incurred during the year.....	\$452,012.29

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

FOR SALE.
Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address JAMES M. MAGUIRE, Campus, Ill.

LINE OF GRAIN ELEVATORS AND CLEANING HOUSE.

One of the best lines of grain elevators and cleaning house in Minnesota, on good line of railroad, at the low price of \$60,000. Owners wish to retire from the grain business. Splendid grain-buying points and also coal business in connection. Address J. D. MILLER, Endicott Bldg., St. Paul, Minn.

FOR SALE.
Elevator and lucrative business. Elevator capacity, 75,000 bushels; all latest improvements, with electric power, etc.; large grain warehouse; large fireproof brick hemp house; coal and grain business. Situated in the best of the Blue Grass region, Georgetown, Scott County, Ky. Only elevator in county; annual wheat production, 400,000 bushels. Georgetown has a population of 8,000. Three railroads in our yards. For particulars address S. S. OFFUTT & CO., Georgetown, Ky.

AT AUCTION.
On Tuesday, March 2, 1909, at 2:30 p. m., on the premises, I will offer for sale to the highest bidder, for the benefit of the stockholders, the property known as The Portsmouth Cereal Company's plant and real estate. The lot is 275x130 ft. and the mill is one of the best-arranged mills in Ohio for the use it is intended, and only four years old. It is situated at the foot of the famous Scioto Valley, the finest corn-growing valley in the state, and on three trunk line railways, and the Ohio River. The property cost about \$40,000, and must be sold in order to settle up the company's business. The stockholders have decided to dispose of it at an upset price of only \$18,000. Terms: One-third cash, balance in one and two years, properly secured. For further particulars write to H. S. GRIMES, Portsmouth, Ohio.

MACHINERY

ENGINES FOR SALE.
Gasoline engines for sale; 5, 7, 10, 20, 30 and 45 horsepower. TEMPLE PUMP CO., 15th Place, Chicago, Ill.

FOR SALE.
One 15-horsepower steam engine; in good repair; also 30-horsepower boiler. J. T. DARNIELLE, Piasa, Ill.

MONEY IN YOUR POCKET.
If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

FOR SALE.
We have for sale two new Triumph Corn Shellers, cheap for cash. One complete outfit of machinery—rolls, belting, elevators, cleaners, etc.—for a 100-barrel flour mill. Must be sold at once, very cheap for cash. One 50-horsepower gasoline engine, good as new, at less than half price. Address GRAIN DEALERS' SUPPLY CO., 305 South Third St., Minneapolis, Minn.

FOR SALE.
No. 1 Barnard & Leas Willford Feed Mill....\$125
No. 000 Little Victor Corn Cleaner..... 60
No. 000 Little Victor Corn Sheller..... 75
No. 1 B. & L. Double-Acting Sifter..... 35
No. 7 New Bowsher Feed Mill..... 85
Two-hole Sandwich Corn Sheller..... 125
Deering Four-Roll Corn Shredder..... 85
Fairbanks-Morse 5-ton Wagon Scale..... 75
All the above has been used less than two months. PETERS & EDHOLM CO., Omaha, Neb.

SCALES

SCALES FOR SALE.
Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free. CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

WANTED.
Live, energetic, capable line elevator manager who has been associated with one of the largest line elevator and grain companies in the West for the past six years as assistant station manager and chief accountant, is open to suitable engagement for July 1 with responsible concern. Probably would not object putting in little money. Prefer territory contiguous to Omaha, St. Louis, Kansas City or Wichita markets. If interested, thorough investigation courted and expected in return. Correspondence confidential. Address H., Box 3, care "American Elevator and Grain Trade," Chicago, Ill.

ELEVATORS WANTED

WANTED.
Elevator or mill and elevator for good improved Illinois or Iowa farm. Address IOWA, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

GRAIN AND SEEDS

SEEDS FOR SALE.
Millet, Cane and Kaffir Corn in carlots. Prices on application. J. G. PEPPARD, Kansas City, Mo.

EAR CORN.
If you are in the market for white, mixed or yellow ear corn, get our prices. J. G. HERMANN & CO., Indianapolis, Ind.

RED CLOVER SEED.
We have the best crop of clover seed raised in 20 years. Write us for samples and prices. S. BASH & CO., Ft. Wayne, Ind.

ALFALFA MEAL FOR SALE.
We are booked ahead on alfalfa meal. Let us send you sample and prices delivered. Address F. G. OLSON GRAIN CO., Wichita Kan.

SEEDS FOR SALE.
Clovers, Timotby, Alsylke, Millet, Red Top and other field seed. Write us for prices and samples, stating quantities wanted. THE ILLINOIS SEED CO., Chicago, Ill.

MILLET FOR SALE.
We are situated in the largest millet-producing section in the state of Missouri and have a good supply of millet fresh from the farm. Will sell in carlots or less. Prices on application. D. H. CLARK, Galt, Mo.

STRAIGHT OR MIXED CARS.
Write us for prices on Bran, Shorts, Kaffir Corn, Cane, Millet, Clover, Alfalfa Seed and Alfalfa Meal and Red Texas Oats. We can ship straight or mixed cars. SINMONDS-SHIELDS GRAIN CO., Kansas City, Mo.

COTTON SEED MEAL.
Owl Brand Pure Cotton Seed Meal, richest cattle food on the market. Well known and popular among feeders and dairymen. On account of high-priced grains, it is in great demand. Write for free booklet "E" on feeding. F. W. BRODE & CO., Memphis, Tenn.

GRAIN RECEIVERS

WHITE OATS.

If you are in the market for a car white oats our prices will get your order.

J. G. HERMANN & CO., Indianapolis, Ind.

SEED FOR SALE.

Medium and Mammoth Clover, free from buckhorn; Alsike, free from sorrel; also Timothy. Write for samples and prices.

NATHAN & LEVY, Ft. Wayne, Ind.

FOR SALE.

Write or wire F. J. Mead, Flandreau, S. D., for delivered prices, stating on what railroad you wish delivery made. Earley, oats and corn in carload lots, shippers' weights to govern settlement, except where it is possible to furnish Chicago weights and inspection. Then Chicago weights and inspection will govern settlement. References, Illinois Trust and Savings Bank, Chicago, and First National Bank of Flandreau, S. D. F. J. MEAD, Flandreau, S. D.



SAVE TIME. LABOR, FUEL

and avoid exposure to the weather, by installing a Schmitz Scale Ticket Passer

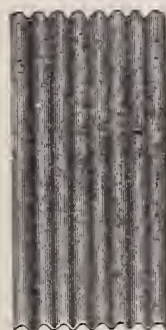
By its use the ticket is passed from the office to teamster with one movement of the hand. Write for full particulars to

J. A. SCHMITZ
2311 North Hermitage Avenue
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ROOFING AND SIDING.

SYKES STEEL ROOFING CO.

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MAKERS OF FIREPROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

Corrugated Iron and Metal Roofing For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

FREMONT

Nye, Schneider, Fowler Co.

GRAIN DEALERS

Corn for Feeders. Milling wheat a specialty, both winter and spring. Write for samples and prices. Shipment via C. & N. W. R. R.

General Offices, - - - FREMONT, NEB

CINCINNATI

THE GALE BROS. CO.

Grain Merchants.

Largest and best handlers of off grades in the central western states. An expert grain man at the head of each grain department. Submit samples.

CINCINNATI,

OHIO.

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O. MOHR, Mgr.

G. C. HOLSTEIN, Sec'y-Treas

Mohr-Holstein Commission Co.

29 Chamber of Commerce

MILWAUKEE

Sample Grain a Specialty

BRANCH OFFICES AT CHICAGO, MINNEAPOLIS

CHICAGO MINNEAPOLIS
J. V. LAUER & CO.
Grain Commission
BARLEY A SPECIALTY
Ship us your next car
Chamber of Commerce MILWAUKEE, WIS.

The Franke Grain Company

Receivers and Shippers of

GRAIN AND MILL-FEED

Rooms 43-44 Chamber of Commerce
MILWAUKEE, WIS.

OUR SPECIALTIES:

Malting Barley Milling and Distilling Rye

FAGG & TAYLOR, Shippers
MILWAUKEE, WIS.

PITTSBURG

D. G. Stewart & Geidel

GRAIN, HAY AND FEED

RYE A SPECIALTY

Office 1019 Liberty St. Pittsburg, Pa.

Proprietors Iron City Grain Elevator. Capacity
300,000 bu.

HAY and GRAIN

We want to hear from shippers of hay and grain. Our direct service to large consumers in this district enables us to get top prices for good shipments. Liberal advances to consignors.

DANIEL McCAFFREY'S SONS CO.
PITTSBURGH, PA.

References: Washington Nat. Bank. Duquesne Nat. Bank.

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A. S. DUMONT

R. C. ROBERTS

R. L. HUGHES

Dumont, Roberts & Co.

RECEIVERS GRAIN SHIPPERS

Chamber of Commerce
DETROIT, MICH.

Merchants Exchange
DECATUR, ILL.

Consignments Solicited. Ask for our Bids and Quotations.

CAUGHEY & CARRAN

DETROIT, MICH.

Grain and Seed Merchants and Commission

OUR SPECIALTY: OATS AND CLOVER SEED

We handle Beans, Barley, Rye, Corn, Wheat. Try us. Liberal advances.

OFFICES: 620 to 624 Chamber of Commerce
ELEVATOR and SEED HOUSE: Corner 14th and Baker Sts

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General Commission Merchants

SUCCESSORS TO

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Established 1854

Incorporated 1887

Grain, Hay, Mill Feed and Seeds
Chamber of Commerce, St. Louis, Mo.

SLACK-FULLER GRAIN CO.

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OF

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—CONSIGNMENTS SOLICITED—

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Ship your Grain, Hay and Seeds to

John Mullally Com. Co.

St. Louis, Mo.

Best of attention paid at all times to all consignments.
Members St. Louis Merchants' Exchange and Chicago
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Picker & Beardsley

ST. LOUIS, MO.

GRAIN, HAY AND GRASS SEEDS

We protect your interest on grades and weights
and make prompt returns. Try us for RESULTS
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Thos. Cochrane, Lincoln, Neb. M. W. Cochrane, St. Louis

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W. L. GREEN COMMISSION CO. GRAIN

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DO YOU REALIZE

That country trade always pays you
best in every way?

We work a large country business
See the point?

JONAS F. EBY & SON, LANCASTER, PA

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BROOKLYN HAY & GRAIN CO.

HAY, STRAW AND GRAIN

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ON ALL MARKETS IN NEW YORK HARBOR

Office: Borough of Brooklyn, New York

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ESTABLISHED 1846

Be Friendly.

Write Occasionally.

C. A. KING & CO.

Toledo leads the world on Clover Seed. It is one of our leaders. Favor us with your orders for futures and consignments. Read our specials.

The J. J. Coon Grain Co.

GRAIN, SEEDS AND FEED



61 Produce Exchange, TOLEDO, OHIO

Consignments Solicited

Cash and Futures

Frederick W. Rundell James E. Rundell
ESTABLISHED 1877
W. A. RUNDELL & CO.
Grain and Seeds
CASH AND FUTURES
Consignments Solicited Ask for our Daily Grain Bids
Room No. 33 Produce Exchange, TOLEDO, O.

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ORMOND H. PADDOCK, Secy. & Treas.
The Paddock-Hodge Co.
GRAIN
TOLEDO OHIO
Cash and Futures—Wire, Write or phone and we will give you our best services.

The Cuddeback Grain Co.

We buy track elevator for direct shipment to interior and eastern markets
Futures handled in Toledo or Chicago
Special attention given consignments

32 Produce Exchange, TOLEDO, OHIO

WE ADVISE by mail or wire, grading and what we can get for clover seed consignments. You can wire following morning whether to sell or put in store. No interest on drafts unless seed is stored.

J. F. ZAHM & CO.

Fred Mayer

Fred Jaeger

TOLEDO, OHIO

Ask for our Daily Seed Circular

TOLEDO

CLOVER SEED

Consign yours to

Southworth & Company

36 and 37 Produce Exchange, TOLEDO, O.

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ESTABLISHED 1875

P. B. & C. C. MILES

Grain Commission Merchants

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36-37 Chamber of Commerce, PEORIA, ILL.

A. G. TYNG, Jr.

D. D. HALL

TYNG, HALL & CO.

Grain and Commission Merchants

ROOMS 33 AND 35 CHAMBER OF COMMERCE

PEORIA, ILLINOIS

Van Tassell Grain Company

GRAIN COMMISSION MERCHANTS

BUYERS and SHIPPERS

43 AND 45 CHAMBER OF COMMERCE
PEORIA, ILLINOIS

CAIRO

H. L. Halliday Milling Co.

RECEIVERS AND SHIPPERS
CORN-WHEAT-OATS
CAIRO, ILLINOIS

REDMAN, MAGEE & CO.

GRAIN

DELTA ELEVATOR

Cairo, Ill.

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FERDINAND A. MEYER, Treas.
THOMAS C. CRAFT, JR., Ass't Treas.

LOUIS MÜLLER CO.

Grain Receivers and Exporters
BALTIMORE, MD.

Members of the Baltimore Chamber of Commerce, Chicago Board of Trade, St. Louis Merchants' Exchange, Grain Dealers' National Association, Indiana Grain Dealers' Association.

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Established 1882

J. B. WM. HAX

G. A. HAX & CO.

GRAIN AND HAY COMMISSION

445 North Street, Baltimore, Md.

MEMBERS: National Grain Dealers' Association
National Hay Association

INDIANAPOLIS

The Bassett Grain Co.

INDIANAPOLIS

Telephones 80

Board of Trade

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ALDER & STOFER

COMMISSION MERCHANTS

We do not buy any grain, but handle on commission, and solicit your Buffalo consignments.

83 Chamber of Commerce, Buffalo, N. Y.

L. S. CHURCHILL, President
G. W. BARTLETT, Treasurer

The Churchill Grain & Seed Co.

Commission Orders Executed. Grain and Seed Bought and Sold

Offices: Buffalo, N. Y.

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Located at Toledo, Ohio

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Buffalo, - - - New York

We solicit your consignments for Buffalo market



GRAIN RECEIVERS

CHICAGO



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GRAIN, SEEDS AND
PROVISIONS

72 Board of Trade, CHICAGO

CHICAGO

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J. H. DOLE & CO.
(Established 1852)

Commission Merchants, Grain and Seeds

We solicit your
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Consignments of all kinds of Grain and Field
Seeds a specialty

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Your Consignments and Future Orders Solicited

Our untarnished record for more than a quarter of a
century, backed up with over \$100,000.00 capital, certainly
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1011-1017 ROYAL INSURANCE BUILDING, CHICAGO.

Strict attention given to consignments or orders

Oats and Barley Specialties

LIBERAL ADVANCES MADE

W. M. TIMBERLAKE in charge Cash Grain Department

My customers do a profitable business
because I handle their consignments profit-
ably at this end. Try me on your Chicago
cash or future business.

B. S. ARMSTRONG

Postal Telegraph Building Chicago, Ill.



Lamson Bros. & Co.

ESTABLISHED 1874

Commission Merchants

AND

Track Buyers of Grain

6 Board of Trade CHICAGO

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Des Moines	Ft. Dodge	Cedar Rapids
Iowa City	Storm Lake	Waterloo
Parkersburg	Iowa Falls	Mason City
Sioux City	Independence	Atlantic
Council Bluffs		

Ask for Bids Consignments Solicited



MAY 1909 WHEAT

Write for my May, 1909, Wheat Circular. An exhaustive
review of the wheat situation. Sent Free to contempla-
tive traders who desire my market letter.

E. W. WAGNER, 99 Board of Trade, Chicago

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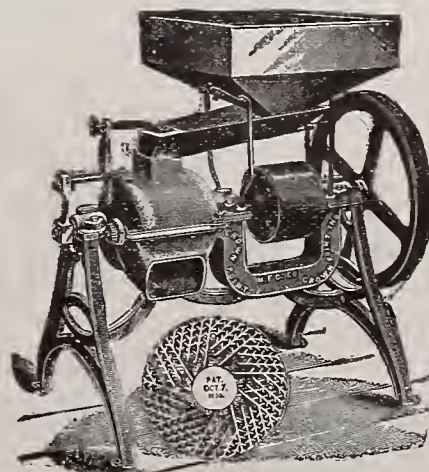
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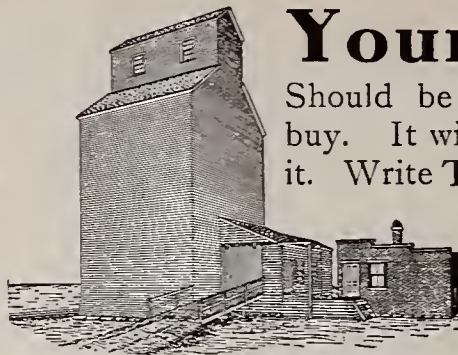
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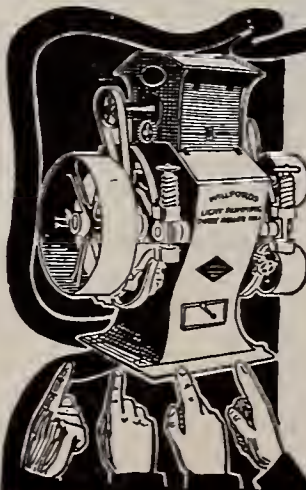
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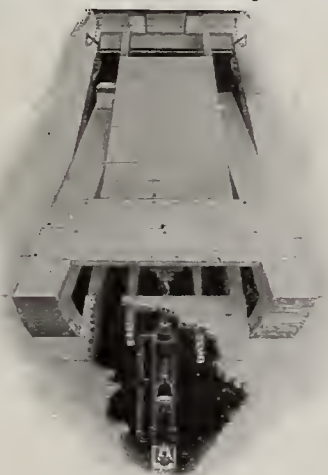
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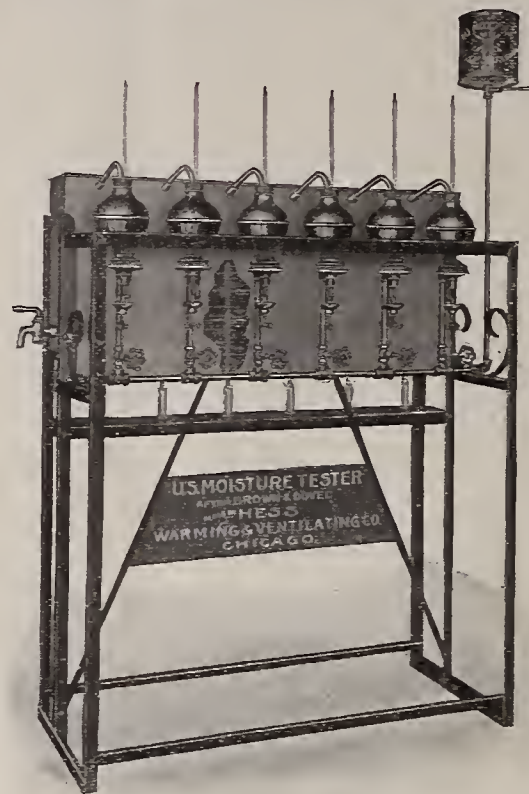
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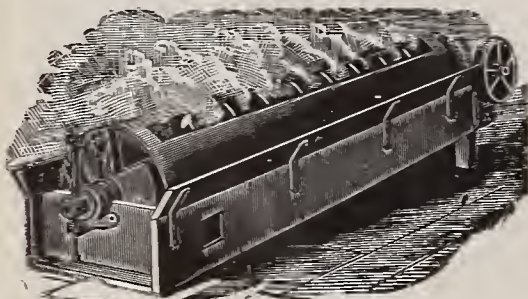
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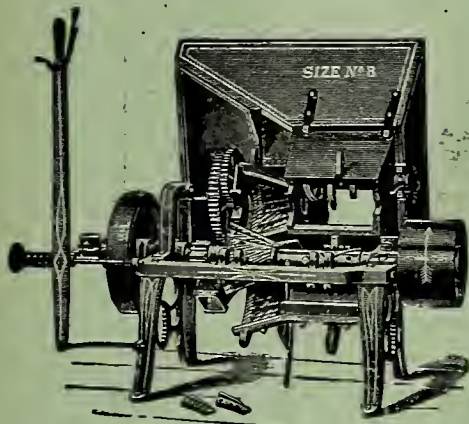
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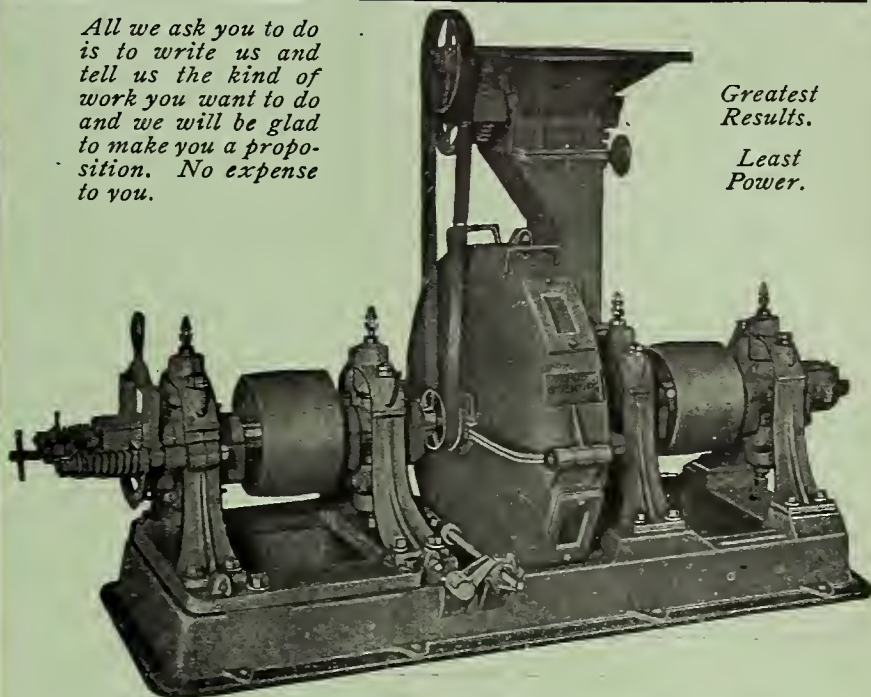
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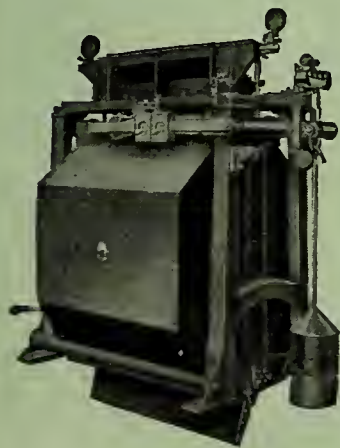
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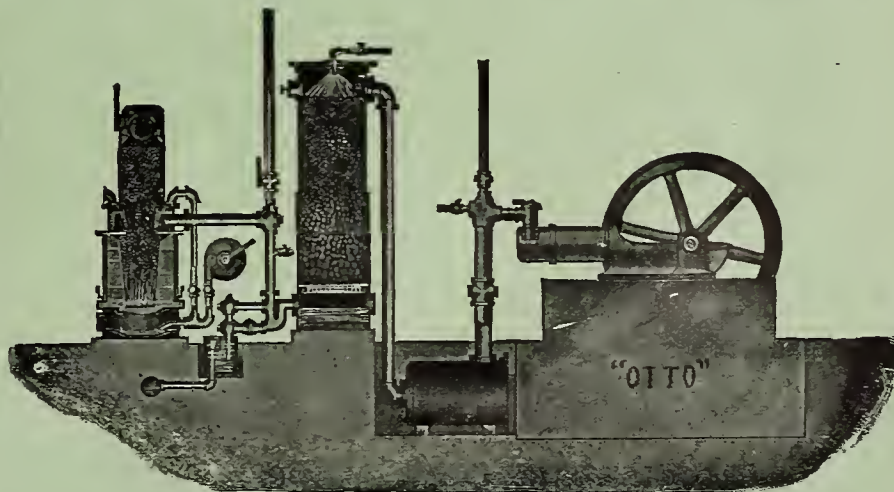
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Mr. Witter, without the aid of the instruction book published by this Company, gets the best service from his electric light plant. There is a volume of praise for "OTTO" machinery in his short letter; it proves that the "OTTO" Suction Gas Producer and the "OTTO" Engine are reliable in operation if only ordinary intelligence is brought to bear. In Mr. Witter's words—"horse sense" is all that is needed. Over one hundred successful plants for reference.

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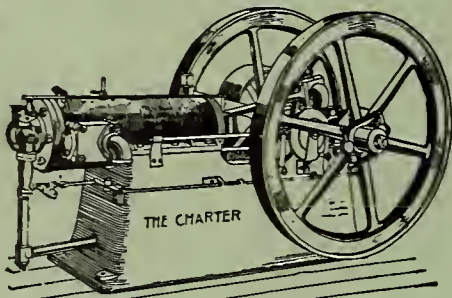
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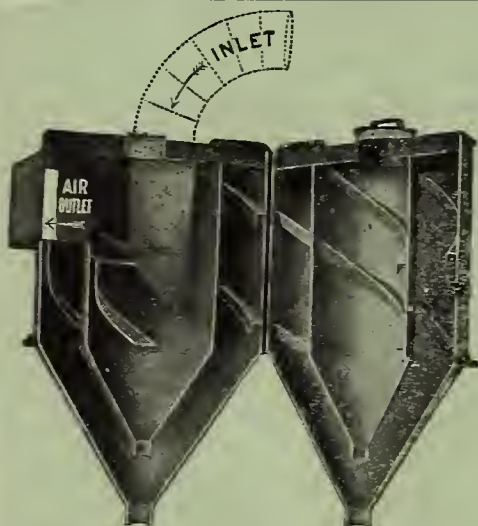
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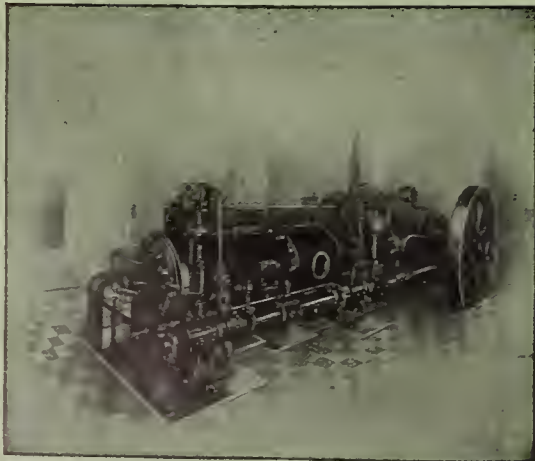
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